日四初月七年元統宣



THE

DIRECTORY & CHRONICLE

FOR 1909.

Complete Edition

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No. 16,014. 财四十零千六萬一第

HONGKONG, THURSDAY, AUGUST 1978, 1909.

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THE HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

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All letters for publication should be written on No anonymously signed communications that

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MARRIAGE. On July 15th, at West Hampstead, P. SERGEART to MINNIE BOUNDFORD. HONGKONG OFFICE: 10A, DES VEUX ROAD

LONDON OFFICE: 131, FLEET STRUET, EC Press.

Hongkong, August 19th 1909.

Norming, in a general way, could appear to be more of an unqualified benefit to the world at large than improvements in the means of inter-communication. Upon every abstract consideration advances in this direction would seem to be one of the few things which can do nothing but good. As time, however, has gone on since the benefits of rapid inter-communication have come into play, we have begun to discover that, like all things mundane, they are not without some counterbalancing disadvantages. It is one thing for Europeans to have the means of getting to and from the East with facility, but quite another for the Chinese to be able to get to the West with equal ease. At this latter point, some doubts have naturally sprung up as to whether the improvements in steam navigation are so much a subject of congratulation as has generally been assumed, and there is room for further doubt as to the bearing of the change in the future. It was always wished that China should come not only into the comity of nations politically considered, but should be more intimately connected with foreigners in trade and in the ordinary at the Magistracy yesterday on a charge of pursuits of life. This process has been very much has ened by the improved means of towing another vessel between sunset and suninter-communication of modern times, and while we are still advocating the policy of bringing the Chinese and Europeans into him.

more intimate relations, the Chinese themselves are carrying it out—not precisely in the way in which we would desire to see it done-by turning up in any foreign country where it may appear to their advantage to do so. This, of course, does not appear to be in the proper order of things, and being not unnaturally resented in the United States and in many of the British Colonies, where the attempt is made to check this rather too rapid advance of the Celestial by the imposition of poll taxes and at times by other and more severe action. In this course they are fairly justified, and no amount of argument will convince either the United States or the British Colonies to the contrary. They look upon such measures as merely a means of reasonable self-defence against undue competition in labour; and, under the circumstances that exist, few people can say they are not fairly justified in their view of the matter, however much it may militate against abstract theories as to free trade and free competition, in which, even in the present day, people have not entirely lost their faith. So far as the question affects China, it is manifest that no injustice is done by restricting the immigration of Chinese into foreign countries, seeing that the residence of foreign subjects is restricted in China, A country which has always adopted an exclusive policy towards foreigners can scarcely complain, as of late it has shown itself inclined to do, that a like policy is adopted with regard to her subjects, though in a different form. If America and the British Colonies keep out Chinamon by taxing them on arrival, China keeps out foreigners by Treaty, or rather, to speak more accurately, only admitted them into it a very great concession even to do as much as that. With respect to Japan, her attitude towards Europeans is no doubt much more liberal than that of the Chinese; but, at the same time, no one would seriously say that Europeans are really on a footing with Japanese in their country, that is, in such a way that absolute equality from other nations can be fairly claimed in return-so that, even with respect to the Japanese, some qualification as to their rights in other countries may not be unreasonable. The problem as to Asinticimmigration in various parts of the world is no doubt one of considerable complexity, but, at the same time, it is not one which is incapable of solution, Hotel. if it be approached upon the right principle -which is absolutely that of reciprocity. It is against the ide as of liberal nations, and more especially of Great Britain, to do anything that can be considered to come within the line of class distinctions. The principle is no doubt sound, but, like al. have already appeared in other papers will be principles, it has its limits; and it is not applicable to people who diverge so widely as the average European and the publication. After that hour the supply is average Asiatic. There is a manifest limited. Only supply for Cash.

Telegraphic Address: Press.

Codes: A.B.C. 5th Ed. Lieber.

Complete difference of race—and it is the fi latter that has to be dealt with in the solution of this problem. If the plain facts be taken as the basis of action, in place of general theories, there should be little difficulty in coming to a reasonable understanding on the subject. Of late this has become more recognised by both European and Asiatic nations, and the matter has been dealt with on both sides with much more temperance and common-sense than

> The English Mail of the 10th July was de livered in London on the 9th inst.

had been previously manifested. No one

who considers the subject upon the actual

facts can doubt that the immigration of

Asiatics into America or European countries

must be regulated in some way that will be

fair to both sides, and cannot otherwise

proceed without raising unnecessary and

possibly even serious complications.

The P. & C. mail steamer brought to Hong kong bar silver valued at £19,800.

The August criminal session fixed for yesterday was adjourned until to-day. The only case for trial is a charge of murder.

The Rev. M. Longridge, naval chaplain, who left Hongkong a few months ago, has been appointed to H.M.S. Superb.

Dr. McKeon, of the Philippine quarantine service, who was stationed for a short while in Hongkong, will again take station at Mariveles.

News has been received at Foochow of the death of Mr. Schouisky, Russian Cousul at that port, who appears to have died on the train while on the way home via Siberia.

Inspector I angley placed the coxswain of the steam launch Atalanta before Mr. J. R. Wood failing to exhibit two masthead lights while rise in the waters of the Colony. His Worship held that the defendant had committed no offence under the regulations, and discharged

For stealing a pair of shoes and some clothing from a dwelling at Kennedy Town Mr. F. A. Haseland at the Magistracy yesterday sentenced a native to six weeks' imprisonment and Bix hours' stocks.

The fire insurance companies affected by the recent greatfire in Osaka are stated to be paying all proved claims promptly in spite of their heavy losses, and are thus increasing their credit with

The steamships Soudan, Plasey, and Dongola, owned by the P. and O. Company, have been chartered by the Admiralty for the ensuing season, the Soudan for the Imperial trooping service, the Plassy and Dongola for Indian transport work.

It is reported, says the Singapore Free Press, that Penang will not be represented in the Straits and F. M. S. cricket team that is going to Hongkong, the reason being that they are unable to get away for the requisite length of

A native recently extradited from Macao was charged before Mr. J. R. Wood at the Magistracy yesterday with the larceny of a silver watch and a gold chain. He was found guilty and sentenced to three months' imprisonment with hard labour and four hours' stocks

Seven more natives were charged before Mr F. A. Hazeland at the Magistracy yesterday with trespassing in the Saiwan O market, near Shankiwan. The defendants were convicted. and each muleted in the sum of \$15, the alternative being one month's imprisonment.

The hearing of the charge against a lukong from Tsimehatsoi Police Station of stealing the uniform of a comrade was concluded before Mr. J. R. Wood at the Magistracy yesterday. His Worship, after hearing the evidence, sentenced the defendant to fourteen days' impris-

We note in the Service journals the appointment of Engineer-Commander F. W. Highton to the Tamar, as Chief Engineer of the Hongthe country at all by Treaty-and considered | kong yard. This involves the early transfer of Captain Fielder, whose departure will be much regretted by the many friends he has made during his stay in the Colony.

> .H.M. Legation at Peking has reported that the Chinese Government have formally sanctioned an agreement for the working of certain gold mines in the vicinity of Jehol (province of Pechili) by a company, composed of Chinese and foreign shareholders, with a total subscribed capital of 800,000 taels.

The hearing of the adulterated brandy cases has been again postponed till Monday, the 30th instant. The Crown Solicitor is prosecuting on behalf of the Police. Mr. John Hastings appears for the Ty Sing and Chung Cheong. who hold grocer's licences, and Mr. Sydenham Dixon represents Mrs. Mayer, of the Colonial

A team from the Tsington Polo Club is due to arrive in Shanghai on Monday and will probably pay a friendly game with the Shanghai Polo Club on Tuesday. It is announced that the Hongkong team cannot go to Shanghai as, owing to the ground having been closed for three months they were unable to practise and their ponies are not in condition.

The death-is announced of Mr. Emile Levits. for 37 years on the board of the Chartered Bank of India, Australia, and China. Mr. Levita was gifted with an exceptionally pleasant and kindly personality, and made a wide circle of friends. He was 82 years of age and had never a day's illness until he had a slight stroke a few weeks before his death.

The Times of July 20th publishes a Special Supplement of eight pages, in which the new American Tariff is printed in full, and there are special articles describing the bearing of the new duties on the trade with several European countries, while its effect on British trade is outlined in a number of articles written by experts in the various lines of business chiefly

The Chinese Foreign Office has hotified the American Government, says the San Francisco Chronicle, that the appointment of Mr Charles R. Crane as Minister to China will be highly acceptable. His confirmation will be rushed in the Senate. Nothing done by the present. administration has caused so much favourable comment by business interests as the appointment of Mr. Crane to this vast field of commerce. The President is given credit for selecting a shrewd business man to see that the United States gets its share of the immense Chinese trade. Mr. Crane has such a wide commercial acquaintance that he will be able to meet the best men sent by other countries on even terms.

Sir John Anderson, Governor of the Straits Settlements, speaking at an agricultural show at Penang ten days ago, said :—" I myself am an optimist in regard to rubber and a great many other things, and that optimism is founded on a firm belief in the intelligence and resources of my countrymen. I think it is the only thing which justifies the optimism because there is no doubt there are a great many dangers surround. ing the agricultural industry of this country dangers that are far more numerous than any of us have any idea of - but I feel assured that my countrymen will face that condition of things with the spirit and the courage that characterises them on such occasions, and that they will strive to make agricultures permanent source of employment and riches to this country and the community."

HOW TO BE BEAUTITUI-Keep your com plexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Hor specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

## BIDGRAMS.

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FREUTER'S SERVICE TO THE "HONGKONG

DAILY PRESS." APPOINTMENT FOR SIR

MATHEW NATHAN.

London, August 18th. Sir Mathew Nathan (formerly Govof Hongkong and latterly Governor of Natal) has been appointed Secretary of the General Post Office.

[This position has for many years been held by Sir H. Babbington Smith, K.C.B., C.S.I. The salary attaching to the post is £1,750 rising to £2,000 per annum.

BRITISH COLONIES AND JAPAN.

London, August 18th.

Reuter's Agency learns there is no truth in the reports that Australia and Canada combined at the Imperia naval schemes with special reference to Japan. The latter being an ally of Great Britain there was no question of the British dominions having to defend themselves against Japanese Peril." The suggestion above alluded to was entirely un founded and mischievous.

#### NETHERLANDS INDIES.

THE NEW GOVERNOR

London, August 18th. A report from The Hague states that M. Idenburg has resigned his Colonies and will shortly be appointed Governor of Netherlands India.

The new Minister is M. De Waal | Malofijt.

#### DHINGRA EXECUTED.

London, August 18th. Dhingra Madar Lal, the Indian student who murdered Sir Curzon Wyllie and Dr. Lalcaca, was executed vesterday in Pentonville prison.

TURKEY AND GREECE.

LONDON, August 18th.

Reuter's Smyrna correspondent reports that a Turkish Fleet of twelve units have left that port.

It is reported that they have gone to Karpathos, where an Anti-Greek boycott has begun.

THE CRETAN PROBLEM.

London, August 18th. The international squadron con sisting of two battleships and six cruisers anchored yesterday off Canea. At the request of the British commander, who heads the squadron, the British Consul has notified Government that the Greek flag was hauled down to-day.

#### IMPERIAL DEFENCE.

London, August 18th. The Canadian Scheme of military defence as agreed by the Imperial Defence Conference comprises acquies. cence in the unformity of the organisation, etcetera, like other oversea dominions, and that the nucleus of the Canadian Navy be commenced fort hwith on both the Atlantic and Pacific

LOCAL SPORT.

WATER POLO SHIELD COMPETITION

B.O.C. v. 88TH CO. E.G.A. This match ended in a draw. The Boys

scored one goal in the first half and in the second spell they added another, while the Artillery men also scored two. Result : B.O.C., 2 goals; 88th Co. R.G.A., 2.

V.B.C. v. 83ED CO. E.G.A. This was a very one sided game, the home team winning by 12 goals to mil.

SUPREME COURT

Wednesday, 18th August.

IN ORIGINAL JURISDICTION BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNHOLD HARBERG & CO.

The ninth day's session was reached yesterday in the action in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeill, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of

Messrs. Deacon, Looker and Deacon.

Mr. Slade summed up for the plaintiffs. He said that Jardine, Matheson and Co. might have been wrong in refusing the Milling Company's ice, and yet the plaintiffs might have been justified in refusing to accept the plant. Proceeding, he asked what was the meaning of "clear" in connection with ice. In the English language the word "clear" had many shades of meaning, and the precise meaning of the word differed with regard to the subject matter to which the adjective was applied. Not to take more remote instances, the work Defence Conference in advocating "clear" as applied to a colour or a jewel meant something quite different to "clear" as applied to glass. "Clear" as applied to colour meant not dim, not cloudy, not a muddy colour, or it might be brilliant. Certainly asapplied to a jewe it, undoubtedly meant brilliant and bright. As applied toglass it undeniably meant transparent. Clear glass that would be seen through without obstruction. It was right for the Court to admit evidence to show what " clear " meant in connection with ice. Did it mean, as his learned friends had intended, bright or sparkling, or did it mean, as they submitted, transparent clear in the same sense as applied to glass? Clear meant primarily something which is free from all obstruction, and fortunately the Court had a mass of uncontradicted testiappointment as Minister for the portions. On the question of clearness the him to the Marine Magistrate at Hongkong. Hongkong Company's ice? Were there more Company's ice than through a piece of similar size manufactured by the Hongkong Ice captain, he could not get him up. Witness Company? Later, Mr. Slade said he was using was in the saloon when the log was read the word "clear" as a term of art in regard over to the second officer, and considered the

The Chief Justice - But you can't take a word of art to mean what it does not.

Mr. Slade—I beg your pardon. A dozen can mean thirteen and 100 can mean 120.

The Chief Justice - What I want to point out is that one class of your ice is clear. Mr. Slade-It is as clear as some other is

which is produced. The Chief Justice-Why? Mr. Slade—It is slightly less clear because o

minute hairlike streaks in it which are cause by the passage of air. Later, Mr. Slade said-What I have

endeavoured to point out is that the use of the word in this connection is in contradistinction to opaque. Taking it on the other line, to say clear means the opposite of cloudy is to limit the word in a way which is not justified. On the one hand you have a piece of ice the view through which is obstructed for a portion of its surface, you have another piece of ice the view through which is slightly obstructed by a number of fine opaque lines. The view through the Milling Company's ice was obstructed by a series of coarser lines. was only a question of the lines which makes the difference between what your Lordship terms cloudiness and what I am terming obstructions to the view through the ice. A seri of fine lines will give the effect of cloud. series of coarser lines would give the appearance the of a net. I ask your Lordships to adopt one of two meanings applied to the word clear. To make a mixture of the meaning, clear and its opposite cloudy, is to stretch the meaning of the word and attach two meanings where only one is intended.

should held to the wording of the agreement lently obtain from one Chan Hon Chai, of and not to verbal conversation or correspondence. 43. Cochrane Street, sums of \$180, \$5, \$1,500 The catalogue, he contended, should be read as and \$920. Mr. F. C. Barlow (of Messrs. an ordinary man would read it. Nothing was Goldring, Barlow and Morrell) appeared for said in that catalogue about the ice having an the prosecution, and Mr. C. E. H. Beavis (of opaque core. It was stated that the plant Messrs. Wilkinson and Grist) represented the would produce clear ice, and on that understand- defendants. The case was adjourned until Jardine, Matheson and Co. Mr. Slade further argued that they were entitled to general damages, including so much probable profits. and to special damages. He contended that law as a rule was sound on the subject of damages.

The Chief Justice-There is very seldom as appeal to common-sense, and perhaps you had better not carry it any further.

Mr. Slade-I am not suggesting your Lordships have not got common sense. (Laughter.) I am only trying to provide your Lordships with facts upon which you can exercise it.

In co lusion, Mr. Slade said it had been romarket that they did not take the plant and run it to advantage, but why should they Why should they take the risk of running when it was not what they asked for?

The Chief Justice-The point was that you might have made large profits.

Mr. Blade-We should run the risk of the competition of the Ice Company, who would promptly drop their price half a cent and break us.

The Chief Justice-The defendants ought not to be saddled with extra costs because the Chartered Bank would not find the money to run the plant.

Mr. Slade It does not follow that Mr. Rennie would have taken the plant.

After further remarks the hearing was closed, and their Lordships reserved their

SECOND MATE SENT TO PRISON.

ANNOYED LADY PASSENGERS

At the Marine Court yesterday, before Lieut-Beckwith, Marine Magistrate-Charles Stancliffe, second mate of the Pritish's,s. Ashtabula, was proceeded against by Captain Harding, of the same ship, for wilful disobedience.

Complainant stated that the Ashtabula belonged to the Anglo-American Oil Co. While the ship was at Yokohama on July 20th defendant went to Wright's Hotel hopelessly drunk and constituted himself a nuisance by going into bedrooms, and using filthy language. Next morning he was still drunk; and witness ordered him to go on board at once, but he took no notice. When complainant went on board at six o'clock he found Stancliffe away from his place of duty, but he turned to next morning. when witness cautioned him, but did not " log ' him, as it was his first offence. On reaching Shanghai witness went ashore, leaving Stancliffe in charge, but when he returned at night, accompanied by his wife and another lady, he found the second matevery drunkand using filthy language. About midnight complainant came on deck and discovered the second mate with his head down a skylight and flashing a hand-lamp on a lady who was sleeping below. When Stancliffe saw the master he ran forward. Witness closed the skylight and warned the chief officer that the second mate was drunk. At five o'clock next morning witness entered the salcon, where there was a lady very frightened, who complained of having been constantly annoyed during the night by the second officer. At seven o'clock witness sent the chief officer mony as to the meaning of the word clear. If the for the second mate, but he returned saying Court was going to pay regard to the weight of Stancliffe was too drung. Complainant went to evidence and not to fanciful suggestions devoid his room, got him out, and suspended him from of foundation, it was bound to hold that "clear duty. As he considered Stancliffe was a danger meant transparent - unobscured by opaque to the safe navigation of the ship he reported whole matter resolved itself into a question of | Chief Officer D. Bertie stated that the defact to be judged by the eye. Was the Milling | fendant relieved him for night duty on August Company's ice, size for size, as transparent as the 11th at Shanghai. At 11 p.m. on that date witness saw the defendant, and considered him obstructions to a clear view through the Milling lit for duty. On August 12th, when he was sent to bring the second officer before the

> A lady passenger from Shanghai to Hongkong testified to hearing the second officer using filthy language when she boarded the vessel At about midnight on August 11th the second officer entered her cabin, and seeing her awake went to the saloon and put the lights out. Witness locked her door after he left and he tried to open it. Not being successful he went to the skylight and continued to flash a light on her all night. She was so frightened that she dressed and sat up.

latter was then stupidly drunk and unfit for

Other evidence was heard as to the condition

of the defendant on the dates mentioned. Defendant denied that he was drank on July 20th at Yokohama. He admitted being at Wright's Hotel on that night, but said he did not see the master until noon next day. He then asked complainant for money to go on board. He went on board about five p,m. and was on duty at six p.m., but as there was nothing to do he went to lie down: He denied all statements made by the lady passenger and the master as to his being a nuisance and annoying passengers. His Worship found the defendant guilty of the charges preferred against him, and stated that he considered the second officer's conduct a disgrace to the certificate he held under the Board of Trade. Defendant would therefore be sentenced to 42 days' imprisonment without

#### ALLEGED CONSPIRACY.

hard labour.

Detective Sergeant Watt placed three welldressed Chinese, two men and a woman, before Mr. J. R. Wood at the Magistracy yesterday Mr. Slade then submitted that their Lordships on a charge of conspiring together to frauduing Mr. Rennie entered into a contract with Wednesday next, and the defendants were allowed bail in the sum of \$5,000 each.

#### WANTED WORK AND FOOD.

Few Chinese are more outspoken than the native Inspector Collett placed before Mr. F. A. Hazeland at the Magistracy yesterday on a charge of stealing a pair of tronsers from a house at Shaukiwan. When asked to plead the defendant promptly admitted the charge, informing the Court that as he had no work to do and was hungry he took the pair of trousers with the intention of pawning them and buying rice. He appeared to be quite satisfied with the sentence passed on him by the Magistrate, three weeks hard-labour and six hours stocks, and was heard to remark as he left the Canal that he would now have work and food for a

exchanged between the Burgomaster and the

leaders. The streets were lined with crowds

of eager spectators it is said that over

300,000 visitors had arrived for the occasion

from far and near stands had been erected at all

coigns of vantage, seats in the windows of the

houses along the route were let at prices varying

CHOLERA IN CALCUTTA.

DEATH OF EUROPEAN NURSES.

There has been a most serious outbreak c

cholera at the Presidency Hospital, Calcutta, as

the result of which many European nurses have

died. Professor Haffkine has since discovered

the comma bacilli in the dregs of a jug of milk

found in the nurses' quarters, but his investiga-

It appears that the first case of cholera

brought into the General Hospital was on the

night of July 29, being Mr. Davies, an assistant

of Messrs. Jessop and Co., who expired a few

amongst the nurses, but not amongst any of

those who attended Mr. Davies. Miss C. May

Cummings was the first to show symptoms of

the disease. She became ill when on duty

was placed instantly under medical treatment

in what are known as the Queen's Cham-

bers. In spite of the utmost care and every

possible attention she died the same day, in

about 8 hours after the attack. Miss Mabel

Newby exhibited symptoms of cholera on the

afternoon of the 30th and she died at 3.30

a.m. the next day. Miss May Streatfield was

seized with the malady on the 30th and died on

the 31st. Miss Inez Stark took ill on the 31st

and succumbed the same day. Miss Eileen

Norman was attacked with cholers on July 31

she died on the 1st instant. Miss Reatrice

In addition to these fatalities among the nurses,

three cases occurred and ended fatally in the

children's ward: Geraldine Woolward, aged 13

Master Cyril Jacobs, aged 10, and Trever Hart

aged 4, were attacked on the 31st ultime and

death supervened in each case on the 31st. In

addition to these cases a sweeper on the working

staff of the Hospital died from the disease.

There have been no other cases since. The

August 3, that the town, generally speaking,

in a healthy condition. It compares favourably

plague commenced in 1897. No deaths have

occurred from cholera in any other Calcutta

hospital during the previous week, and although

there were 28 deaths, as compared with 17 in

the previous week. 16 occurred in the northern

unfortunate outbreak in the Hospital, therefore,

A wire of the 5th inst says the hospital

cholera epidemic has ceas t. The affair has

caused a most painful ser ration in Calcutta.

The general feeling is that a strict enquiry is

necessary into the sources whence the nurses

ENGLAND.

Traders in beer, spirits, and tobacco complain

public spend the same amount, but the purchas-

ing power of that money, in consequence of the

in London yesterday. "The returns of tobacco

cleared from bond during June show a decrease

of half a million pounds from last year. Many

manufacturers laid in extra stocks before the

Budget. The increased duty has most to do

most retail tobacconists is stationary (where it

does not show a decline), consequently a less

hundred retail tobacconists, and all over the

smaller quantity, spending the same sum as

has had to decide whether he shall give up beer

or tobacco, and the average man decides to give

total weight of tobacco cleared for home

consumption during May and June amounts

to 14,232,719lb, a falling off of 2.639,021lb.

from last year (approximately 15 2.3 per

cent.). These figures furnish a conclu-

sive proof of the futility of attempting to obtain

additional revenue by imposing increased taxa-

exception experienced a great falling-off in

their receipts. "Our customers tell us," said

the manager of one of the largest breweries

yesterday, "that the public have only got so

much money to spend, and that the increase in

London public-houses has led to a marked

decrease in the quantities consumed. The tak-

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. Taming left Manila on

The T.K.K. str. America Maru left Moji

on the 25th instant, and is due here on the 19th

The C.P.R. str. Empress of China arrived

The C.P.R. str. Monteagle left Vancouver

The I.G.M. str. Prinz Waldeenai left Manila

on the 18th at inst. 11. a.m., and may be expected

Yokohama at 8.30 a.m. on the 18th inst., and

she is due to arrive at 3 p.m. on the 19th insti-

the 17th inst. and is due here on the 20th inst.

17th inst., and is due here on the 24th inst.

ings are no less, but the quantity sold is."

the 22nd instant s.m.

usual ports of call.

done to the Senate and a few short speeches here on or about the 25th inst. afternoon.

in Hongkong on the 25th inst.

The London browers have almost without

tion on an already over-taxed commodity."

The secretary of the Wholesale

conists' Protection Association writes:

country the ordinary consumer is buying

tobacco traveller said: "I visit many

I have known many cases where a man

with the decrease. I find that the turnover

weight of tobacco has been sold."

up tobacco.

"The consumption of tobacco has decreased

said one of the largest tobacco distributors

increased duties, is less.

very little cholera exists in the town itself.

Dr. Pearse, the health officer, reported on

three remaining patients are doing well.

Sharpe who fell ill on July 30 died on August

during the early hours of July 30, and she

hours later. Next morning the disease appeared

tions are not yet complete.

A LONG JOB. In June, 1906, a Commission was appointed to take the measurements of the land on which each house in the City of Macao stands, and the officials appointed were granted a handsome as the Bundesrath, only too glad that an un- the weather being on the whole favourable; the extra monthly allowance for their services in this | derstanding should at last have been arrived at, | temperature was agreeably cool owing to the sky connection. The Boletim Official now announces is sure to ratify it. Prince Bulow, true to his being overcast, whilst the rain which threatened that the official who has had charge of the work has been relieved and a clerk of the mann-Hollweg, who on several occasions has evening. Never have there been so many Fazenda appointed in his stead. I learn that "more than two contos" are spent yearly on this work. It has been going on for three years and is likely to come to an end only when no more money is available for "extra remunoration."

WHY NOT WIRELESS? Some years ago Taipa was connected with Macao by telegraph, but owing to the shallowness of the harbour the cable has been frequently broken by passing steamers or junks, Repairs were such an expensive item that the Government at last grow tired of repairing the cable. Lately, I observe signs of an intention to repair it once more. Why not go in for wireless telegraphy? It would be cheaper and

VASCO DA GAMA MONUMENT. This statue has now been put in position in the Avenida Vasco da Gama and the unveiling will probably take place on Sunday.

The gunboat Rio Lima has been placed on the "retired list," and her armament is now being removed. I understand she will become a hulk Stamp duty on securities, estimated to for the storage of war material. THAT "GRAB."

RETIRED.

The grab which was purchased sometime ago to clear the harbour of silt is already laid up, the reason given being that the working of the implement is not perfectly understood.

It is stated that fifty men are coming out Republican Party.

THE NEW GUNBOAT. new river gunboat Macau.

A COSTLY MAP.

A map of Macae made by General Castello Branco & Co. is about to be published. Upwards of ten contos have been spent on this work. UNPROTECTED RESCRIC WIRES.

A young man has just had his left arm badly burnt through catching hold of an electric wire. It is probable that amputation will be necessary. When will the authorities see that these wires are properly insulated, or have them put underground?

#### A SANITARY PROSECUTION.

Dr. F. Clark, Medical Officer of Health, proceeded against a storekeeper who carries on business at 81, Bonham Strand, for having in his possession tinned fish unfit for human consumption.

Mr. Otto Kong Sing, who appeared for the defendant, raised the defence that the fish was not for sale. It was stored in defendant's shop until such time as the owner could examine it.

His Worship imposed a nominal fine of \$5, and informed the defendant that he should have reported the matter to the Sanitary Board.

#### SHORT TIME IN THE COTTON TRADE.

Mr. C. W. Macara, in his capacity as president of the International Cotton Federation, which has its headquarters in Manchester, gave a report of the short-time movement outside England at the annual meeting of the English Federation of Master Cotton Spinners' Associations held in Manchester. He said that in Germany all the spinners' associations had the whole of this half-year. The most important districts of France-namely, the Normandy -had reduced their production by one day per week for 12 weeks, and no effort was being spared in obtaining the adhesion of the remaining district—the Vosges. In Austria a curtailment of production of one-sixth during six months had been adopted, and a further reduction of one day per week during 12 weeks had been proposed last week. The mills of the Italian association had recently finished ten weeks short time of one day per week, and efforts were being made to continue this curtailment on an organized In Spain the production had been reduced by 20 per cent. Short time in Portugal was being worked to about the same extent as in England. In Belgium the prespects. for the adoption of short time were favourable. As Norway had only a very small number of spindles and the mills were long distances apart. no short-time movement had so far been practicable. The American associations had been approached to join in the movement, but explained that immediately after the 1907-8 crisis the northern mills at once reduced their working hours by about 50 per cent, the southern mills following a few months later. Owing to this action American manufacturers were practically without stocks and were well supplied with cotton, and signs of a trade revival were generally in evidence.

Mr. Macara went on to say that he was greatly indebted to the presidents of the associations affiliated to the International Federation for their self-sacrifloing and energetic work in carrying out the resolution passed at Milan.

#### THE NAVIES OF THE POWERS.

### AN AMERICAN COMPARISON.

A report issued by the Navy Department on tonnage, built and building, of 1,871,000: France, 801,000; the United States, 770,000; Germany, 693,000; Japan, 445,000; Russia, 320,000; Italy, 284,000; and Austria, 148,000. The Navy Department excludes all vessels over twenty years old unless they have been

rearmed and reconstructed since 1900, and also vessels authorised but not actually begun. Great Britain is credited with having 58 battleships built and building of a tonnage of the next. The cortege passed from the new rail-887,000; the United States with 29 of a tonnage | way station through the principal streets of the of 406,000; France with 24 of a tonnage of Germany with 28 of a tonnage of 354,000; and Japan with 13 of a tonnage of of the town hall, where military honoras were

HAMBURG LETTER. [WRITTEN SPECIALLY FOR THE "HONG-

KONG DAILY PRESS,"]

July 23rd, 1909. THE FINANCE REFORM BILL.

This Bill has passed the second reading, and, from M. 5 to M. 25. It was a perfect success, word, has retired from office. Herr von Beth. all the time considerately kept off until the acted as his deputy in the Reichstag, has been strangers in Hamburg as during the fortnight, appointed his successor, but although he is with a few days thrown in, that the meeting is the man who will direct the battle, should any personally popular and no better choice could lasted; hotels, all places of amusement, and perhaps have been made under the circum- tradespeople in general must have reaped a stances, he does not seem to be generally credited golden harvest. with that strength of character and broadness of view so difficult a position demands. It is to be hoped that he may, once installed, developthose qualities in which he is now supposed to be deficient. An old German proverb says Wem Gott ein Amt giebt, dem giebt er auch den Verstand." May it prove true.

The new taxes as now fixed are the following: Duty on spirits, estimated to produce

tobacco cigars, cigarettes, &c., estimated to produce ....... beer, estimated to produce ... sparkling wines, estimated to electric and other light, estimated matches, &c., estimated to produce 23

coffee and tea, estimated to pro-

Stamp duty on conveyances, estimated to Stamp duty on cheques, bills of exchange, &c., estimated to produce .... Stamp duty on coupon-sheets, estimated

to produce ... ... ...

from Portugal to be employed on the harbour altogether, and as the tax on railway tickets and works. They are proteges, no doubt, of the others and the duty on sugar has not been reduced, this amount is held to be sufficient to cover the requirements of the Budget. Although Guns are coming out from France for the there is a general feeling of relief that the money has at last been found, most of the new taxes are distinctly disapproved of in commercial and industrial circles, and emphatic protests have been entered by influential bodies of bankers, merchants and others; the Hansa Bund, which is daily gaining fresh adherents, continues to agitate against the new burdens imposed upon trade, but for the present success seems doubtful. As to the general public it indeed, with the healthiest period before the would no doubt soon get reconciled to the enhanced prices of the various articles if manufacturers and wholesale and retail dealers would be satisfied to raise them no more than the increase in the duties absolutely demands; but when brewers consider it necessary to raise the price of beer M. 6 per hectolitre when M. 1.30 would suffice, and grocers talk of charging 40 Pf. more per pound for their tea and coffee when 10 Pf. would cover the additional duty, it is no wonder that dissatisfaction with the new

obtain their food, which is entirely distinct from the dieting arrangements for the imposts is on the increase. patients. THE ALSTER REGATTA. The annual rowing regatta on the Alster, LESS DRINKING AND SMOKING IN which took place last Sunday, failed to create the usual excitement, public interest being BUT THE SAME EXPENDITURE BY CONSUMERS. absorbed by the triennial meeting of the federated rifle clubs of Germany which had commenced on the previous Sunday. Ten thousand marksthat the effect of the Budget has been to cause men from all parts of the Fatherland assembled in Hamburg, to which has to be added a strong contingent from Austria and deputations from France, Belgium, Switzerland and other countries. England was not represented, owing 20 per cent. since the introduction of the Budprobably to the Bisley meeting occurring at the same time. The Swiss carried off the first prize in the international rifle match, Germany figuring rather low down on the score, but adopted a ten hours' day (instead of 11) during in pistol shooting Germany was more successful, gaining the first place. It would be of no interest to anybody to enter into the particulars of the thousand and one other events that came off, suffice it to say that the competition was keen and that the prizes both in design and value were such as befitted the occasion. The butts were erected at one end of a wide open space between the city and the suburb of S. Pauli, the Heiligengeistfe'd covering some acres of ground, enclosed all round, to which had been added a portion of the gardens into which the old fortifications of the town have been converted. All possible precautions were taken to prevent accidents, and if, after all, one did happen, which for the time cast a gloom over the whole proceedings, it was one that cannot be laid to the charge of the managers. All arrangements were perfect, having occupied the attention of the committee for over a year; an extensive building in the style of the urban architecture of the middle ages stood in the middle of the grounds, containing a large hall for meetings of different kinds, in which at the official banquet over four thousand people sat down to dinner. A long range of offices occupied another part of the enclosure. whilst, needless to say, restaurants, cafés, shooting galleries, merry-go-rounds of all kinds and descriptions and all such other sorts of amusements as are to be met with on similar occasions abounded. The cloud of the whole, however, was a pageant representing the various stages of the on the 17th instant at noon, and is due here growth and development of Hamburg from its earliest beginning to the present day. It was the navies of the world gives Great Britain a | no common show, but had been carefully planned and carried out by thoroughly qualified artists; all classes of the community took part in it, and no time, trouble nor money had been spared to make it worthy of so wealthy a city as Hamburg. It consisted of 22 groups headed by military bands, and each followed by a number

of rifle clubs filling up the space between it and

town to the harbour, making a short halt in fron t

ADMIRALS' DAY IN THE CITY.

GUILDHALL BCRNES.

It was Admirals' Day at the Guildhall on the 22nd ult. Admiral Sir William May, the Commander in Chief of the Home Fleet, lunched with the Lord Mayor and Corporation of London. With him were the other admirals of the fleet then in the Thames and some 50 picked officers, representing every ship and every branch of the service-fighting men, engineers, marines, torpedo men, gunners, paymasters, surgeons, schoolmasters, and chaplains. They represented, in Sir William May's own words, the best part of the British Navy; just as Sir William May London contemporary gives the following loquacity was just as galling as prolonged account of the function.

The Lord Mayor and the sheriffs wore their robes. Lady Truscott, who has endeared herself to the entire fleet, gave a smiling and cordial welcome to every officer who approached. they came in a long, endless line, announced with full style and pomp by the teastmaster. They "passed the presence" with the punctilio of courtiers, and melted away into the merry groups dotted about the room.

The great moment of the afternoon was the approach of the admirals. Never has the City done anything better. The City Marsha clanked up the floor of the library, the trumpeters blew a stately fanfare, all the officers stood at attention. The Lord Mayor and the Lady Mayoress stood alone, silent and expectant,

on their dais. A long double line of Common Councillors. wearing blue robes and carrying white wands, marched up the chamber. Behind them came a group of erect staff officers, "gold strings" bedecking their blue frock coats. And then, official in attendance, the Commander in Chief of the mighty Admiral-Sir-William May, K.C.B., K.C.V.O., followed by the two next admirals his command—Prince Louis of Battenberg and Sir Berkeley Milne. Sir William May sainted his host and hostess with dignified cordiality, and a few presentations were made to him.

ADMIRALS ALL. Sir William May is a tall, fine figure of a man, with a large handsome face, a bold nose, eyes that twinkle with merriment and geniality. One would imagine that his good temper might lead him, at times, to the point of indulgence with his men-but the fleet declare emphatically otherwise. Nobody attempts liberties with Admiral May. During the reception his manner had just that hint of shy reserve which shows that, after all, a sailor spends more time at sea than in drawing rooms.

A single glance at Prince Louis of Battenberg ought to provide a novelist with enough material for a book of adventure. A magnificently big man, with magnificent shoulders, he stands as straight as a pine tree. His long, pointed beard, his flercely carled moustaches, his iron look, and his steadfast eyes are the very expression of a man born to lead bold and desperate enterprises, on a plan which has been carefully worked out beforehand. Like a flash one remembered his audacious midnight manoruvres with his flotilla in the Mediterranean and the efficiency of his work in organising the Intelligence Department of the Navyremembered both, and saw that they must part of the town. With the exception of the

certainly be true. Admiral Sir Berkeley Milne is short, quiet, bearded, and compact; he does not flash on the eve like the brilliant and powerful Prince Louis, but one remembered the silent and watchful obedience which springs out towards him in his ships, and realised afresh that personality does not always depend on the first appeal to the eye.

Other admirals were present, though they were not in the elaborate procession which wended it way through the Guildhall-Rear-Admiral W. B. Fisher, Rear-Admiral R. S. Lowry, Rear-Admiral Farquhar, Rear-Admiral F. T. Hamilton, and Commodore Charltonofficers little known to the public but very well. known to the fleet.

a marked diminution in the consumption of it every day of their lives. Then the Lord these articles, says a London contemporary. The Mayor, in an eloquent little speech, proposed the toast of "The Fleet." coupling with it the name of Admiral Sir William May. ADMIRAL MAY'S SPEECH.

After a moment of conversation—the Lord Mayor, the three admirals, Mr. Burns, and the Bishop of London sitting in a line in the centre religion is not fixed, but fluent, and alters from of the party—the Commander-in-Chief rose to

This visit has enabled the citizens of London, and also the inhabitants of many other towns in the vicinity, to see a real modern fleet. All would be impressed by the size and grandeur of the battleships and craisers, and the great developments made in destroyers and marines. Everything is now worked, even down to the anchor, by mechanical apparatus of the newest design. Yet, in spite of that, the human element is still the predominating power. (Emphatic expressions of approval by the perience, the seaman's skill, and the seaman's live and move and have our being." God will eye in order to manosuvre the fleet and work | be so immanent that no intermediary will be the platforms which carry the guns.

have our present Navy; and vice versa, if it were not for the Navy where would the City be? (Cheers.) The City and the fleet are closely bound together by bonds of friendship and duty. The duty of the City is largely to supply the money required for the Navy. duty of the officers and men of the fleet is to train themselves to the highest degree of efficiency, so that we can always claim for our

The toast was drunk with enthusiasm. The officers sang "For he's a jolly good fellow." Then, led by the Admiral, they gave three cheers for the Lord Visyor, The cheer, n great ringing baritone roar, cohoed among the rafters. Only once have Gog and Magog heard such an ovation, and that was the day before, when the be to increase the stock of goodwill. Jack Tars cheered the Lady Mayoress.

The Hongkong Observatory yesterday issue the following report :-

The M.M. str. Meinam left Singapore on the relatively low over the Eastern Sea. The T.K.K. str. Tenno Maru sailed from Moderate variable winds may be expected in the Formesa Channel, and moderate monsoon Yokohama on the 15th inst., and is due to arrive over the N. part of the China Sea. The C.N. Co.'s str. Taiyuan leaves Sydney

The forecast for the 24 hours ending at moon to-day is as follows :-left again at 3 p.m. same day for Kobe, where Hongkong & Neighbourhood(\*)

> Hongkong and Lamocks. South coast of China between

Hongkong and Hainan ... moderate. (\*) S.W. winds, moderate; fair to showery.

"If it were not for the City we should not

motto 'Ready, ave ready!"

#### WEATHER REPORT.

On the 18th at 12.05 p.m.—The barometer has risen generally, particularly in the North. Pressure is high to the North of Japan, and over the S. part of the China Sea. It is

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Variable winds. Formosa Channel ..... moderate. for Hongkong on the 16th inst. p.m. via the South coast of China between Same as No: 1. S. winds.

A SILENT HUSBAND.

QUEER CAUSE FOR DIVORCE.

In the opinion of the Official Referee of New Park. New Jersey, silence on the part of a husband, when prolonged over a period of years, or when occurring in unduly large slabs over comparatively small periods, is just as much legal cruelty to a wife as to neglect to provide her with clothes and food. He therefore granted Mrs. Blickensdorf's petition for

Her husband, silent to the bitter end, merely sent a friend to court to say he had nothing to add to what he had said to his wife before their marriage, and further, that Mrs. Blickensdorf had more than enough to say for any two people, and finally that Mrs. Blickensdorf's persistent

A stream of witnesses swore before the Referee that Mr. Blickensdorf maintained a sphinx-like, wooden, impenetrable silence eversince four years ago, when he mumbled responses at his wedding. For four years Mrs. Blickensdorf tried by every artifice known to woman to make her husband talk, but in her testimony before the Referee she admitted that she failed.

At first she squeezed his hand and chucked him under the chin, but the only response she got was a stony stare. Then she burnt the soup, put salt in his coffee, and finally she had tried putting tin-tacks on his chair. All in vain; still he was speechless.

Several neighbours testified they had not heard him say a word in six or seven years. We even took him to fireworks one night to see if he would say 'Ah!'" said one witness, "but we could't get him to open up. He is the most careful man in the world with his talk. It is worse for a man to be able to talk and to be always silent than to be dumb."

"Yes, indeed," ejaculated Mrs. Blickensdorf, weeping before the jury. "In summer," she continued. "he sat in the yard all day, and long into the night, silent as a wooden man, And in winter he kept close to the stove, and burned the wood and coal she carried in, but said never a word. Previous to marriage my husband talked fluently, but was never what you would call a born talker.

The Blickensdorfs were married in 1905. At the wedding breakfast Mr. Blickensdorf, after murmuring what was taken for an apology, hurried off to work. When he came back in the evening his bride met him at the door with an affectionate smile. Blickensdorf returned the smile, and hurried into the house, where he sat

Mrs. Blickensdorf started conversation with a remark about the weather. From this she led to the question of what he would like for dinner. but got no answer to any of her observations. At last she wept, but even tears failed to melt her husband's silence, or abate his stony stare. Becoming desperate at the silence which pervaded her home, Mrs. Blickensdorf admitted to the Referee that she had not cared very much of late what her husband would say when he finally did consent to open his mouth.

When important matters came up for consid eration he would sometimes condescend to shake his head, and indicate his opinion in that way. Once, and it was a red-letter day for Mrs Blickensdorf, he moved his lips, as if about to say something, but, evidently changing his mind,

closed his lips again. And so an end came to Mrs. Blickensdorf's endurance, and the Referee has now given her the chance of finding a more loquacious helpmate.

#### RELIGION OF THE FUTURE.

#### DR. ELIOT'S PREDICTION.

Dr. Eliot's pronouncements since he surrendered the presidency of the Harvard University, and was offered an appointment as American Ambassador at the Court of St. James, on the termination of Mr. Whitelaw Reid's term, secure great prominence in the The Lord Mayor proposed "The King," newspapers here, chiefly because Dr. Eliot is and the toast was honoured by men who drink regarded as America's best educational authority. His authority has increased since he was elected the first President Emeritus of America's greatest seat of learning.

Addressing the Harvard School of Theology, Dr. Eliot referred to the changing views on religion, and asked the students to recognise from these and other indications that century to century. He predicted the approach ing downfall of dogma and creed, and declared the corner-stones of the twentieth-century belief will be love of God and service to fellow-men.

The new religion, he continued, will not deal chiefly with sorrow and death, but with joy and life. It will believe in no malignant powers. and it will attack quickly all forms of evil. The new religion will think first of the common good, and not afford safety, primarily, to the A new thought of God will be its characteris-

The twentieth century religion accepts We still require the seaman's ex- literally St. Paul's statement, "In Him we needed. This religion rejects the idea that man is an alien or fallen being who is hospelessly wicked. It finds such beliefs inconsistent with a worthy idea of God.

The new religion will take account of al righteous persons; it will be a religion of all saints; it will reverence teachers, liberty, and righteousness, and respect all great and lovely human beings. It will have no place for obscure dogmas or mystery. It will comprehend only persons of goodwill, for after all, they alone are civilised. The new religion will laud God' love and will not teach condemnation for the mass of mankind.

Based on the two great commandments loving God and one's neighbour, the new religion will teach he is best who loves best, and serves best, and that the greatest service will

"There are already many signs," conclude: Dr. Eliot, "of the extensive co-operation democracy, individualism, idealism, and of tendency to welcome the new and preventive medicine. Finally, I believe the new religion will make Christ's revelation seem more wonderful then ever to us."

AN ADDITION TO THE GOLFER'S DICTIONARY.

A couple of the city men were playing golf when they saw an old gentleman looking at them wistfully. They asked him to join the game, which he did with alacrity. He was mild in speech and manner and played well. once when he had made a foozle he ejsculated vehemently the word "Assonan!" A few moments later, when he had made another bad play, he repeated. "Assouan!" The fourth time he said this one of his new-made friends "I do not want to be inquisitive, but will you tell me why you say "Assonan often?" "Well," said the old gentleman, "isn't that the biggest dam in the world?" He was a Presbyterian clergyman.

Whole Body a Mass of Raw, Torturing Humor - Hair All Fell Out and Ears Seemed Ready to Drop Off - Clothing Would Stick to Bleeding Flesh — Hoped Death Would End Fearful Suffering.

#### CASE SEEMED HOPELESS **BUT CUTICURA CURED HER**

words cannot describe the terrible eccents I suffered with. It broke out on my head and kept spreading until it covered my whole body. I was almost a solid mass of sores from head to foot. I looked more like a piece of raw beef than a human being. The pain and agony I endured seemed more than I could bear. Blood and put oczed from the great sore on my scalp, from under my finger nails, and nearly all over my body. My ears were so crusted and swellen I was afraid they would break off. Every hair in my head fell out. I could not sit down, for my clothes would stick to the raw and bleeding desh, making me cry out from the pain. My family doctor did all he could, but I got worse and worse. My condition was awful. I did not think I could live. and wanted death to come and end my frightful sufferings.

In this condition my mother-in-law begged me to try the Cuticura Remedies. I said I would, but had no hope of recovery. But oh, what blessed relief I experienced after applying Cuticurs Ointment. It cooled the bleeding and itching flesh and brought me the first real sleep I had had in weeks. It was as grateful as ice to a burning would bathe with warm water and Cuticura Scap, then apply the Ointment freely. I also took Cuticura Resolvent for the blood. In a short time the sores stopped running. the flesh began to heal, and I know was to get well again. Then the hair on my head began to grow, and in a time I was completely cured. cannot praise Cuticura enough. I wish I could tell everybody who has eczema to use Cuticura. Mrs. Wm. Hunt, 135 Thomas St., Newark, N. J., U. S. A., Sept. 28, 1908.

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TARIFF REFORM AND COTTON.

Mr. W. A. S. Hewins gave an address to Lancashire cotton manufacturers at Manchester recently, on "Fiscal Reform and its Relation to

Mr. Hewins said that figures showed that in the principal protected countries of the world our position with regard to cotton was undermined by foreign competition. The Lancashire industry played a great part in the general economy of the country, and it would be a very strong objection to a change of fiscal system it there were grounds for supposing that it would threaten that industry. But there was no such ground. The analysis of the conditions in different markets showed that if the United Kingdom had the power of negotiation with foreign countries the position of Lancashire in protected markets could be strengthened. The official testimony of the Board of Trade, confirmed also by the United States Government. showed that the trade which had grown up under preference was so considerable that a diminution of that preference must be detrimental to the Lancashire industry. In the absence of a reciprocal scheme of preference, it was not easy to see how, in the face of all the negotiations pressed upon the colonies by foreign countries at the present time, the British position in Colonial markets could be maintained.

He was aware that one of the strongest objections felt in Lancashire to a change in fiscal policy was the anticipation of increased cost of production hampering the export trade in cotton manufactures. He did not admit that the moderate system of duties they had in view would increase the cost of production, and the figures he had quoted showed that countries which had even high toriff systems experienced a greater rate of progress than that of our own industry in recent years, and more rapid progress also than before their carefully devised tariffs. were adopted. This conclusion was borne out by the general figures relating to the exporting power of protected countries. In the light of this experience they might dismiss from their minds the idea that the fiscal changes required in national and Imperial interests would do otherwise than benefit the Lancashire industry.

AMERICA AND CHINA.

STRONG BID FOR TRADE.

The following New York telegram appears in the London Daily Telegraph :-According to American news agency cablegrams from Peking printed here to-day, the personal telegram sent by President Taft to Prince Chun, the Chinese Regent, on behalf of the American claim for equal participation in the Hankow Railway loan of \$27,500,000 has created a sensation among foreign bankers and members of the Legations at Peking. The Legations concerned affirm that hitherto the loan question was not recognised diplomatically, but the impression prevails that the matter now becomes political. The German financiers, it is reported, threaten to break the concert of bankers. It is added that several of the best-informed Washington correspondents represent President Taft as most energetic in his efforts to see that America gets her full share of "what's going" in China, and as apprehensive that America without persistent representations will be less favoured in commercial and financial dealings with China than some of the European Powers. President Taft, it is averred, looks to China as a great custome for American manufactures in the near future, and diplomatic and Consular efforts, we learn, are being redoubled to persuade China that America is her best and most disinterested friend, "otherwise she alone would not have forgone her share of the payment for the troops when they marched with those of the other Powers to the relief of the Legations at Peking." It is believed here that this self-sacrifice as

regards payment for the troops must have good results later in winning a big share of China's custom. One leading newspaper here has despatched a resident correspondent to Peking to keep its readers informed of what is going on there politically, more especially as regards the action of European diplomatists, and to keep people here informed of openings for a merican

not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. Afterthat hour the supply. limited. Only supplied for Cash. Telegraphic Address : PRESS Codes : A.B.C.

5th Ed Lieber's. P.O. Dox, 33. Telephone No. 12.

#### NEW ADVERTISEMENTS ST. JOSEPH'S COLLEGE.

FITHE Scholastic Year will COMMENCE on MONDAY, 23rd inst. For particulars as to Board and Tuition

apply to. THE DIRECTOR. Hongkong, 19th August, 1909.

FOUND. POINTER, Brown and White, with Collar, at Kowloon. Owner please apply to-

Care of Hongkong Printing Press. Hongkong, 19th August, 1909. BUTTERFLY CABINETS FOR SALE

TWO well made CAMPHOR WOOD CABINETS, Eight Drawers each, fitted with glass. Cheap. PERCY SMITH & SETH.

Hongkong, 19th August, 1909. MESS AT PEAK.

VETHERE will be a VACANCY. One or Two Men, from 1st September. Furnished House, Peak. Good Cook. Apply, in confidence, ALPHA,

Care of "Daily Press" Office Hongkong, 19th August, 1909. FROM EUROPE.

#### THE H.A.L. Steamship

"C FERD. LAEISZ." Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowleon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 18th August, 1909.

S.S. "AUSTRALIEN," COMPAGNIE DES MESSAGERIES MARITIMES.

#### NOTICE.

MONSIGNEES of Cargo from London ex s.s. "Charante" from Bordeaux s.s. "Verbeckenees" in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ld., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 P.M. To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 25th inst., at Noon, will be subject to rent and lunding charges. All claims must be sent in to me on or before

the 25th inst., or they will not be recognized. All damaged packages will be examined on WEDNESDAY, the 25th inst., at 3 P.M. No Fire Insurance has been effected. P. DE CHAMPMORIN,

Hongkong. 17th August, 1909.

FOR SALE.

YOST TYPEWRITER in Condition. Apply by letter to—

Care of " Daily Press " Office. Hongkong, 18th August, 1909. FOR SALE.

#### ELECTRIC PLANT Consisting of :-

WO, 125 Kilowatt STEAM ALTER. NATOR SETS; Output, 60 Amperes at 2,100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. Rober & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power, by Messrs. Browert and Lindley For further particulars apply HONGKONG ELECTRIC Co., LD.,

St. George's Buildings. Hongkong, 29th July, 1909.

VALUABLE LAND FOR SALE. In Bangkok.

THAT desirable and the only available plot of FREEHOLD LAND, suitable for Rice and or Saw Mills, Docks, Shipping Offices and Godowns, with 2 Substantial and Commodious Brick Buildings, having an Aggregate Area of about 40,000 sq. meters, with 208 meter River frontage on the one end and 200 facing the

Main Road on the other end Intending purchasers are requested to communicate to

L. J. SEQUEIRA, Auctioneer and Land Agent, Bangkok, Siam.

#### PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

MOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of The Steam-Launch receiving the Report of the Court of Directors together with a Statement of Accounts to 30th | Length over all 78 feet, June, 1909.

The REGISTER of SHARES of the the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors,

J. R. M. SMITH Chief Manager. Hongkong, 31st July, 1909.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Counaught Road, on MONDAY, 23rd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accountante the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive. By Order of the Board of Directors,

GEO. A. CALDWELL, Acting Secretary. Hongkong, 27th July, 1909.

HONGKONG ICE COMPANY, LIMITED. NOTICE.

IN Accordance with the Provisions of No. 104 I of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909. of TWO DOLLARS PER SHARE. DIVIDEND WARRANTS may be obtained on amplication at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive. JARDINE, MATHESON & Co., LTD.,

General Managers. Hongkong, 13th August, 1909.

#### INTIMATIONS

#### NOTICE.

LIAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates. JOHN D. HUMPHREYS & SON. Hongkong, 18th August, 1909.

NAVY CONTRACT.

ENDERS are invited for the Supply of UPHOLSTERY WORK for one year from 1st September, 1909, to H.M. NAVAL YARD, Harbour. Forms of Tender can be obtained on appli-

cation to the NAVAL STORE OFFICER, H.M. NAVAL YARD, and should be returned not later than Noon the 23rd August, 1909. A deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender be declined. The lowest or any Tender will not necessarily any portion of a Tender.

H. RISSLAND,

Naval Store Officer. Hongkong, 18th August, 1909. HONGKONG JOCKEY CLUB.

#### NOTICE.

TEMBERS wishing to put down for Subscription Griffins for the next BACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be

T. F. HOUGH, Clerk of the Course. Hongkong, 28th July, 1909.

UTTON'S SEEDS Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES. To be obtained from CHINA EXPRESS CO.

Telephone 668. 3, Duddell Street. [50

CHOICE AUSTRALIAN

# BEEF, LAMB,

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES. FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co. Hongkong, 6th March, 1907.

#### NEW CARTRIDGES.

TOY popular English Manufacturers. In D all Bores and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. WM. SCHMIDT & Co. Hongkong, 26th October, 1906,

#### AUCTION

PUBLIC AUCTION.

HE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED. TO-DAY (THURSDAY),

the 19th August, 1909, at 3 P.M., alongside Queen's Statue Wharf, "SWALLOW,"

Breadth 14 feet 4 inches.

Moulded Depth 8 feet. Corporation will be CLOSED from MONDAY, Capacity-Gross Tonnage 66.53, Net Tonnage 35.96, Compound Surface Condensing Engines 95 by 18, Working Pressure 125 lbs, 8 years old. Licensed to carry :- Within the Harbour

Limits-120 passengers. Within the Local Trade Limits- 81 passengers. Ontside the Local Trade Limits- 24 passengers. AFTERWARDS.

The Steam-Launch "AENNE,"

Longth 60 feet.

Galley, Spanners and Firing Tools.

Breadth 9 feet 6 inches. Depth 5 feet Boilers 6 feet 8 inches by 4 feet 6 inches. Engines Cylinders 61 inches and 14 inches and II inches stroke. Compound Engine Working at 100 lbs Government Boiler Certificate still running, Stores, Anchors and Chain, Lamps, Watercasks,

Terms:—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 16th August, 1909.

GENTLEMEN, HAVE SOMETHING TO YOU:

UST UNPACKED.

A Fine Stock of (SOCKS). Assorted Shades and Designs Plack, Tan, Striped, Checks, Lisle and Silk Lisle, Double Heel and Toe, Plain and Lace Worked. Warranted Fast Colours.

Guaranteed Stainless. HOOSAIN-ALI & Co. Hongkoug, 3rd August, 1909.

## TO LET

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Boad Lights and Tennis Court. "ERANEE BUNGALOW," Kowloon, A Small Garden attached. Moderate Rental. Apply to - ARRATOON V. APCAR & Co., 14, Des Voux Road. Hongkong, 3rd March, 1909.

TO LET.

NO. 2, FLUIOTT CRESCENT, ROBIN-SON ROAD, Six Roomed House, with SON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the

Apply to-F. X. D'ALMADA E CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. TO LET.

TIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric be accepted, and the right is reserved of accepting Fittings, suitable for Offices or Dwellings. Also, GODOWN, No. 9, Duddell Street. Apply to-A. B. AVASIA.

1. Duddell Street. Hongkong, 1st July, 1909. TO LET.

STREET. Electric Fittings. Apply to-A. B. AVASIA, 1. Duddell Street. Hongkong, 10th August, 1909.

ROUND FLOOR, No. 75, WYNDHAM

TO LET.

NTO. 1. GARDEN ROAD, Kowloon. Fight-Roomed House and Tennis Court. Apply to-H. M. H. NEMAZEE, 9. Peddar's Hill. Hongkong, 14th August, 1909. [1073

TO LET. NTO. 1, CANTON VILLAS, Kowloon.

THE HONGKONG LAND INVEST. MENT & AGENUY CO., LD. Hongkong, 4th August, 1909.

TO LET. TO. 26, WYNDHAM STREET, containing 6 ROOMS. containing 6 ROOMS.

Apply to-E. A. & C. F. CARVALHO. 14. Arbuthnot Road. Hongkong, 4th August, 1909.

TO LET. TO. 1, ORMSBY TERRACE. No. 5. BARROW TERRACE. Cheap The well known Durbar House. Rental.

Apply to-SPANISH PROCURATION. Hongkong, 31st July, 1909.

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, II. Floor. ONE SPACIOUS GODOWN, No. 125, Wanchai Road Apply to— REUTER, BRÖCKELMANN & Co.

Hongkong, 1st July, 1909. TO LET.

King's Buildings. OFFICES facing the Harbour from about October at present in occupation of Messre, JARDINE, MATHESON & Co., LTD.

Apply— THE HONGKONG LAND INVEST. MENT & AGENY CO., LD. Hongkong, 1st August, 1909. [818

TOLLET

TO LET.

NTO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Booms.

Apply to—YEE SANG FAT & Co., Opposite General Post Office. Hongkong, 21st June, 1909.

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point). Immediate Possession. Rent exceptionally moderate.

KAM FOOK, Apply to-No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6. Godown on the Spot. Hongkong, 28th May, 1909.

TO LET. NTO 1 and 3, MORRISON HILL Also OFFICES at No. 2, PEDDER STREET.

Apply-MESSRS, JARDINE, MATHESON & Co., LTD. Hongkong, 31st May, 1909.

TO LET.

TIVE ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS, Radja, (Acheen) Bandjermasin: Nathan Road, Kowloon. Immediate Possession.

KOWLOON MARINE LOT 48, Yaumati, Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Cheap Rentals.

Hougkong, 29th June, 1909.

Hon kong, 7th August, 1909.

TO LET. NYO. 2, OLD BAILEY. Immediate posses sion. Moderate Rental. Apply to— ARRATOON V. APCAR & Co., 14. Des Vœux Road.

TO LET. HOUSE in Wong Nei Chong Road. A HOUSE in RIPON TERRACE. OFFICES To LET. No. 2, Connaught Road, 3rd Floor. No. 3. CLIFTON GARDENS, Conduit No. 10, DES VŒUX ROAD CENTRAL, 1st floor. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE Buildings and No. 16B., Des Voeux Road pert to the Hongkong Horer.

FLATS in MORETON TERRACE. Apply to— THE HONGKONG LAND INVEST- Bankers :--MENT & AGENCY CO., LD. Hongkong, 1st August, 1909.

TO LET ODOWNS, Nos. 95, 96 and 97, PRAYA T EAST. Apply— CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909.

STORAGE. FOR COAL, TIMBER, &C.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE Portions of MARINE LOTS Nos. 31 & 36 O1 PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

GEO. PENWICK & Co., Ltd. Hongkong, 8th June, 1906. TO LET. ODOWN, No. 5A, DUDDELL STREET

Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st August, 1909.

TO LET. NTO. 2, BEACONSFIELD ARCADE facing the Parade Ground

PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shankiwan Road. PREMISES at SHAMEER, CANTON, now in occupation of the Canton Kowloon Railway. NEW FIVE ROOMED HOUSES Shelley Street The EYRIE, No. 13, Peak. Unfurnished from 1st June. 1909. BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in

Queen's Road Central. GODOWNS in Duddell Street. HOUSES in BELILIOS TERRACE. ROBINSON ROAD, newly painted and colorwashed, exceptionally cheap rentals." FOR SALE .- TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—

LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hongkong, 14th August, 1909. TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor. Apply to-

WM. MEYERINK & Co. Hongkong, 2nd July, 1909. TO LET. IN No. 6, DES VŒUX ROAD CENTRAL. OFFICES and GODOWN. In No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for Offices.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club DAVID SASSOON & Co., LTD. Hongkong, 7th August, 1909.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853,

RESERVE FUND ...... £1,575,000 RESERVE LIABILITIES OF PROPER. ORS..... £1,200,000

HEAD OFFICE-LONDON.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily On Fixed Deposits for 12 months 4 per cent WM. DICKSON,

Manager. Hongkong, 6th April, 1909. NIEDERLANDSCHE HANDEL. MAATSCHAPPIJ.

ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND FL. 6,125,745 (about £479,407)

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Hongkong, 4th December, 1907. FINE MERCANTILE BANK OF

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Tieling Chiang Chun HONGKONG-INTEREST ALLOWED. On Current Assount at the rate of 2 per cent per annum on the da ily balance. On fixed deposits for 12 months 4 % per annum " " 6 " 3½% " " 3 2½/ " " TAKEO TAKAMICHI.

Hongkong, 2nd July, 1909.

Manager.

BANKS HONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE FUNDS:-STERLING £1,500,000 at 2/-=\$15,000,000 \$14,500,000

PAID-UP CAPITAL

\$29,500,000 RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS. Hon. Mr. W. J. GRESSON-Chairman. H. E. Tomkins, Esq. - Deputy Chairman. J. W. Bandow, Esq. E. Shellim, Esq. E. G. Barrett, Esq. R. Shewan, Esq. C. S. Gubbay, Esq. H. A. Siebs, Esq. W. Helms, Esq. H. A. W. Slade, Esq. C. R. Lenzmann, Esq.

> CHIEF MANAGER: Hongkong-J. R. M. SMITH. MANAGER:

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BANKING COMPANY, LIMITED.

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J. R. M. SMITH Chief Manager, Hongkong, 2nd June, 1909.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application.

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ESTABLISHED 1863.

(NETHERLANDS INDIA COMMERICAL BANK).

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) Reserve Fund FL 2,754,338,09 (£229,528)

HEAD AGENCY: BATAVIA. LONDON BANKERS:

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per

12 months 4% per annum. 6 do. C. WOLDRINGH, Manager,

(Incorporated by Special Imperial CHARTER).

BRANCHES AND AGENCIES: Amoy Kobe Tainan Nagasaki L'ameni Foochow Osaka

HONGKONG OFFICE 3. DES VŒUX ROAD. allowed on Current Accounts Interest

D. TOHDOW, Manager.

... ... Gold \$3,250,000

Hongkong, 11th March, 1909. INTERNATIONAL DANKING CORPORATION.

== about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS:

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Manager.

(Established 1896.) No. 27 DES VŒUK ROAD. Dealers in

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HEAD OFFICE: AMSTERDAM.

THE WILLIAMS DEACONS BANK, SWISS BANKVERBIN.

annum on Daily balances and accepts Fixed Deposits at the following rates:—

No. 16. Des Voeux Road Central. Hongkong, 4th August, 1909.

Capital Subscribed (paid up) ..... Yen 5,000,000 

HEAD OFFICE: TAIPER, FORMOSA Tokyo Keelung Shanghai Yokohama

Deposits received on terms which may be had on application.

CAPITAL PAID UP ... Gold \$3,250,000, == about Mex. \$7,222,222

RESERVE FUND

BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND. LIMITED.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 41 per cent, per annum.

Hongkong, 8th April, 1908. GRACA & CO..

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#### INTIMATIONA

#### REVENUE TENDERS FOR FARMS.

ENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder. REVENUE FARMS IN THE STATE OF

NORTH BORNEO. 1. In making arrangements for the leasing of the Farms for the next Farm period of 1910 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor. Sandakan, up to 12 o'clock noon, on the 1st day of OCTOBER, 1909, for the purchase of the exclusive privileges of the Farms described below for WARE MERCHANTS. a period of one, two or three years commencing and Retail Ironmongers Pig Iron and on the 1st January, 1910.

himself and others, may, either in person or by Loong STREET, (2nd Street, west of Central agent duly accredited in writing, on any date | Market) Telephone No. 515. prior to the said noon of the 1st October next. submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential. On receiving any such tender, Government

reserves to itself the right of deciding whether it shall be considered or not. If Government decides not to consider the tender, it will be returned to the tenderer under

soaled cover. All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October. 1909, which will be opened at noon on that date after which the successful tenderer will be

selected. 3. The Farms, above referred to, are:-BRITISH NORTH BORNEO .- OPIUM, SPIRIT, GAMBLING and PAWNBROKING, as

follows : -(a) in one concession for the whole State. (b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers

within the limits given respectively :-(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the

Paitan rivor. (ii) KUDAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT-the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province Clarke.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on he other by the Dutch Boundary on the South at Broughoek point. (v) PROVINCE CLARKE -being the Territory

between Batu-Batu and the Lawas Northern watershed. 4. The attention of those desirous of tendering

is drawn to the following terms:---(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vermenlar language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended. (e) Copies of the the Forms of Contracts for the Farms may be seen on application at the Offices of the said SECRETARY, at Sandakan, or of

Messrs. Guthrie & Co., at Singapore, or of Mesers. GIBB, LIVINGSTON & Co., at Hongkong. (f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months'

Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent (g) The retail rates for Chandu fixed by Government for the Opium Farm fro 1910, 1911 and 1912 are those specified below:-Per tahil... ... ... \$ 2,40

5 hun packet ...... (h) The Onium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and

and named above (a.) The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and

Spirits. (i) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(i) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they purpose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property. to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz :-SCHEDULE A. The Opium Proclamation No. 16 of 1901 as

amended by No. 7 of 1904. The Liquors Proclamation No. 17 of 1901. The Pawnbrokers Proclamation No. 14 of

1902, as amended by No. 1 of 1903, and No. 3 of 1906. The Gambling Proclamation No. 8 of 1891. HONGKONG. Hongkong, 3rd May, 1909.

#### INSURANCE

YORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO TOTAL FUNDS AT 31st DECEMBER, 1908

£19,121,310.

Authorised Capital ... £5,000,000 Subscribed Capital ... 3,275,000 Paid-up Capital ...... 1,212,500 II. Fire Funds ...... The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hougkong, 14th August, 1909.

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TRON, STEEL, METAL and HARD. Foundry Coke Importers. General Store-2. Any person either for himself alone or for keepers and Shipchandlers. Nos. 35 & 37, Hing

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48 Quarts ...... \$14.00 24 Quarts ...... 7.00 48 Pints ..... 11.50 100 Splits...... 15.50

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Renowned Physicians prostribe Griment's Matico as the most active and at the same three the most innoffensive remedy in the treatment of Acute and Chronic Discharges. The Capanile, unlike Capanile, do not cause eruptions on the skin or produce neuses. MATICO INJECTION is used in recent MATICO CAPSULES is the month popioceses

U GRIMAULT'S INDIAN CIGARETTES For Asthmatic people who softer from orression in breathing, ROARSENESS, and Brokenius, Insumilia and Difficulty

In EXPECTORATION. Grimanit's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of lightness across the chest. \* GRIMAULT & C., PARIS fold by all Chemists.

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SHIPPERS Cutler, Palmer & Co., London.

AGENTS SIEMSSEN & CO.,

SABANG, OF THE SHIPS. SINGAPORE'S BIVAL IN THE FAR EAST.

Ten years ago the very name of Sabang was unknown. To-day it is as familiar to the marine as that of its formidable rival for coaling honours, Singapore. On the extreme north. east point of the Dutch Sumatra Islands, and right in the very gateway of the Far East, Babang lies tucked saugly away, protected from every wind, in a deep fjord among the tropical green-clad headlands of the Island of Web, and right in the track of every vessel trading to the Far East. No wonder Sabang grows in im-

portance every day.

An enterprising Dutch trading company conceived the bold idea, ten years back, of establishing a coal depot in Weh, to divert to itself some of the extremely profitable coal business of Singapore and Singapore lies but two days' to the southward. A very heavy ontlay was called for by the promoters of this speculative schome, but it was promptly mot Sabang itself formed an ideal harbour, entirly sheltered from all weathers, with an easy entrance, a mile or so wide, good anchorage, and a depth of eight to twenty-five fathoms. Moreover, the climate, very much like that of Colombo, was almost perfect. Fevers were rare, and epidemics unknown. And so Sabang was chosen for the plucky Dutch venture. To-day there are 1,4 0 feet of coal wharves fronting the bay, with thirty feet of water under them at low tide, and five huge electric "transporters," or coal tips, each capable of coaling a vessel at the rate of eighty tons an hour, with a sixth building; and coal sheds sufficient for storing over 25,000 tons. Only the best Welsh and Bengal coal is supplied, an I the company is bound, by contract, to keep its stock up to a minimum of 10,000 tons. There is a floating dry dock, in which vessels of 3,000 tons can be docked; repairing shops, with a seven-ten steam hammer: a dredger, now nearly ready for service; and telegraphic communication with all parts of the world; while the further tempting bait is held out to the shipowner of free entry, anchorage, pilot-service, and wharfage, Sabang, moreover, will coal you if you arrive at night, whereas Singapore will not, and she tops her many inducements to the sailor-man by selling him her coal at a figure considerably below that of her rival. Small wonder that the Sabang of to-day looms very large in the eye of every skipper in the Eastern trade, no matter what his flag.

The settlement at present comprises some fifty whites, Dutch to a man, and genial, kindly fellows; a Malay population of eight or nine hundred; and a large number of contractlabour coolies. It is admirably administered by a Dutch controller and staff. Its reads, as good as any in England, are most tastefully laid out; its olub, ice factory, signal station, hospital, hotel, Post-office, Court-house, and policy system are well up to all requirements: and its private bungalows, nestling among clumps of palm and pepper trees, are as invitingly cool, comfortable, and picturesque as any. I have seen.

by a company of Dutch infantry, and sternly | lifted two passengers. using oil fuel is being erected, and attention is continued for quite a long space of time. ping of pine apples and other produce of the ments of the steering-genr.

Hot there is another side to Sabang more interest to the traveller than coal sheds and canneries, and that is the entrancing beauty of the island itself. It is one of the loveliest spots I remember to have seen, and it has been my good fortune to see many. It is but mine miles by five, but however you take it, it stands out as a gem. approach to its harbour, Sabang, leads through waterways of the deepest blue, between walls of rolling green folioge graceful as the curves of an ostrick feather. Here and there a splash of blood-red dote the hillside, where some strange crimson-leaved tree has caught foothold among the luxuriant riot of green. The dense tropical growth runs right down into the clear blue of the bay, for there is no foreshore. Hill and valley as far as the eye can reach, little islets breaking the sapphire surface of the bay, each a gem in itself, then a sudden turn of the ship's head as she rounds one of those soft green headlands, and the little settlement of Sabang opens out, a fairy town of

quaint native houses and wide-roofed bungalows. High up on a bluff and almost strangled by palm and tree stands the signal station. A white road winding up through the cocos-nut palms and pepper trees, waves of rolling green beyond marging into eastern sky above and the blue water at your feet, and you have your first inpression of Sabang. The picture reminds one of Scotland, the famous Lake scenery of a Canada, and a Norwegian fjord rolled into one. Look over the side of the ship and you will see, twenty feet down in the ice-clear water, myriads of gorgeous-hued fish, and probably a shark cruising about with his faithful satellite the pilot fish a few feet in front of his nose. Ashore one wanders through fruits or cold drinks slung across his shoulders; pairable damage. by the old-world native carts drawn by humpbacked oxen; and by the little native children in all the colours of the rainbow, rolling abut under the shade of a tall palm or making sandpies (there is no mud in Sabang) in the middle of the road, for all the world like his small Christian brother at home. I had no opportunity of exploring further, but that panorama of glorious colour, those wooded sea-walls, the smiling blue bay, and the setting Eastern sun which, as we left, was throwing its rays of pink and purple and gold over all, will always be my recollection of

Sabang: Great Fritain lost a most valuable asset when she coded Pulo (which means "the island of ") Weh to Holland; its coal and ship repairing business is already a highly paying concorn, and it promises to command the coal trade of the westerly end of the Far East. From a residen. Daily Mail.

tial standpoint, the island bids fair to become one of the principal resorts in the mear future for those whom business or pleasure calls to the entrance gate of the Far East. -Pall Mal

> THE BEST WAY TO FLY. MONOPLANE OR BIPLANE? BY HUBERT LATHAM.

When I started to study the problem of flight I had at the outset to choose the species of aeroplane I thought best, and I believe my choice has been justified. The few terms spent at Oxford intensified my keenness for sport in all its forms, but it was not till I made a incky balloon passage across the Channel that I began to realise the possibilities of serial navigation. In the spring of 1905 I was asked to drive a motor-boat at the Monte Carlo races. I gladly accepted. The boat was of the fastest, and its motor, an Antoinette, was, so its designer told me, fit to propel a flying machine, and built for that purpose. And then and there M. Levasseur offered to build an aeroplane for me. Only my mother's firmly expressed authority prevented me from accepting, and I forgot my

disappointment during two years' hunting and travelling in Africa and Asia. But while I rejoiced at the progress made in the meantime in the difficult arts of seroplane building and driving, I could not forget that I had missed the first chance, and wondered whether I should again find so good an opportunity, Last February I spent a month at Pau, and there had a chance of watching Wright's wonderful machine in three or four of its flights. This decided me, and early in March last I began experiments at Châlons Camp, thinking flying would be the easiest thing in the world to learn. And so it is. But what mistakes we made-in learning to drive! The machine itself has hardly been sitered from the beginning; in fact, it could have done all it has done as easily in September, 1908, when it first came out, providing a pilot had been found. It might even have come out as early as 1903 or 1904, if only its inventor had found capital at the time.

THE FUTURE OF THE MONOPLANE.

Up to the present there is an unquestionable superiority in the Wright biplane, owing to the fact that it is designed to carry two persons. We hope to have a specially built machine in a short time, in which the disadvantage of the monoplane will no longer exist. Comparisons are edious, but Mr. Wilbur Wright himself says that he believes in the future of the monoplane, whatever its present value may be. That it still leaves much room for improvement have no doubt; in fact, M. Levasseur believes that to be thoroughly useful an neroplane must possess at once much greater speed and much greater power than any type at the present day has shown itself capable of develop-

It seems as though the double-decker could not be brought up to the same limit in those two respects as the bird-shaped machine, provided the latter shows sufficient carrying power. New, although the Chanute fiver, as perfected by The Dutch and other mail steamers have the brothers Wright, has a carrying surface of recently raised this little gem of a settlement to sixty square metres, it does not seem to show the dignity of a port of call, and there is now a | more than a slight superiority in weight-lifting weekly mail service east and west. Order among | capacity over an Antoinette of thirty square. a somewhat mixed lot of inhabitants is controlled metres or a Bleriot of twenty-four, which lately

maintained by the company's officers, who are The great objection to the monoplane up to quite prepared to lay on the leather whip or the present 'ay has been its lack of stability. rattan they carry in their hand at the first sign | Whatever may have been the grounds upon of disobedience or insubordination. The extra- which such a theory was founded, most conordinary enterprise of this Dutch trading clusive proofs have been given that if it does company is far from exhausted. The wharf not surpass its rivals it equals them in the points frontage is now being doubled in length, a of stability and safety. It is impossible, for considerable amount of land now covered by instance, to relax one's hold on the levers in any shoal water is to be reclaimed for the purpose of | type of biplane, whereas it is quite an easy feat coal depots, a large oil storage plant for vessels on certain monoplanes, and one that can be being turned, I was told, to the establishment of | believe, in fact, that in calm weather I could fly canning factories for the preserving and ship. almost indefinitely with but occasional move-

FIGHTING THE WIND. The ability of a flyer to go out in a wind should also be considered. Great progress in this direction was made when a machine with less wind resisting surface was brought out. It stands to reason that wind will have far less effect on the smaller surface, as indeed it has on a narrowwinged bird, like a snipe or a pigeon, than on a broad-winged buzzard or heron. Speed is the defence against wind : speed and a great reserve of power, so as to be able to remedy any involuntary defection from the straight course by an increase of velocity, whatever the strength of the contending element may be.

As to the convenience and ease of starting or landing, it will probably be demonstrated more fully in the course of time, It should be kept in mind that there are very few, if any, experienced drivers of monoplanes. M. Blériot probably has had a more protracted course of selfteaching than any other nan, and his mastery of his machine is wonderful. If a few such as he were to drive machines of various types, comparison would be possible. For my own part I consider my instruction is yet very far from complete, and I have to learn more than I already know before I begin to do fair justice to my machine. Yet in calm weather I already find it possible to start from any clear space of sufficient width, and to land under the same conditions, with the possibility of starting again without any extraneous aid. This. of course, compels us to carry a certain amount of extra weight in wheels, chariot, etc., but much is gained by the greater convenience,

THE QUESTION OF SAPETY. Safety is the main point in such experiments, and as many have accused me of imprudence I THE Steamship wish to insist upon the extraordinary salety of tracks of palm and shrub, with glorious masses | the Antoinette flying machine. It is impossible the bluff and one finds the welcome sign, without giving way, and they are strengthened will be delivered from alongside. " I otel," and after a long spell at sea the invi. by stout halyards. The rudders and the propeller Cargo impeding the discharge will be landed shade), and half a dozen dusky barefooted Malays | the balance of the machine would not materially | Godown Company, Limited. in greens and scarlets and blues to wait on me. | change. I could at the worst glide without The Malay at home is a picturesque creature | difficulty to the earth. It the balance were in his many coloured "sarong" and his loose destroyed the machine would not acquire any jacket, and the quaintness of the picture that | considerable speed in its fall; could not, in fact, Sabang offers is heightened by the huge-hatted unless directed purposely towards the ground, Chinaman carrying bright coloured baskets of break its body or sustain more than easily re-

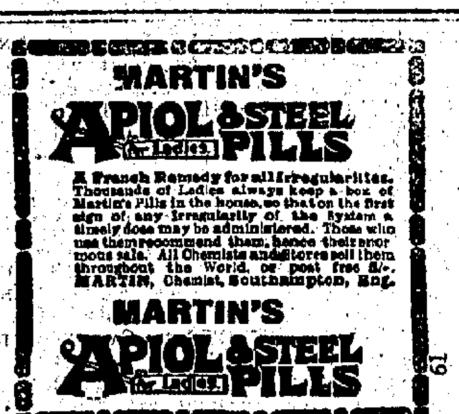
As for the driver, he is protected in any case. Though I have smashed my machine many a time, and expect to do so spain before I gain complete mastery over it, I have never had the slightest bruise or scratch. Everything has to be broken to pieces before the man at the wheel suffers, and it is hard to conceive how such a complete wreck could take place.

One thing I thought best to guard againstsplinters-for they run through cushions and skins like needles. I had a strong canyos suit made of the cloth employed for fencing jackets, and now consider the risks of an accident to Commercially, as the Dutch have proved tons, myself as being reduced to a minimum. This goes far towards making a pilot. Perfect confidence in the machine and its qualities, a firm belief in the slightness of the risk, and a certain (and ever-increasing) control of the levers should lead one to any heights and over any country.-

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THE VAT WAS STANTED BY THE LATE ROSERT THORWS. OF CREENOCK AND HAS BEEN BOLD AS NOT CINCE 1630

## SCOTCH WHISKY.

CCLE AGENTS IN HONG KONG, CHINA & MANILLA. A.S. WATSON & COLID.



TITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA,

Collieries. SOLE AGENTS FOR KISHIDAKE. MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE :- MARUNOUCHI, TOKYO.

BRANCH OFFICES:-NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGILAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Unior.

AGENCIES :--YOKOHAMA: M. ASADA, Esq. CHINKIANG : Mesers. GEARING & Co. MANILA: Messre. MACONDRAY & Co. For Particulars apply to

No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE

"GREGORY APCAR." of purple, and scarlet, and yellow filling the to imagine anything breaking in the sir. The having arrived from the above Ports, Consignees eye at every turn. A stroll up to the top of wings can carry anenormous weight on any point of Cargo are hereby informed that their Goods

tation it conveys is one impossible to resist. I are all calculated to resist an effort considerably at Consignees' risk and expense into the lunched in a long cool room with straw blinds greater than any they can possibly be called hazardous and/or extra hazardous Gedowns of to keep out the sun (it was 94 degrees in the upon to withstand, and yet if anything gave way the Hongkong and Kowloon Wharf and No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Hongkong, 16th August, 1909.

THE BANK LINE, LIMITED. NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC," FROM TACOMA, SEATTLE, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LTD., Agents. Hongkong, 13th August, 1909.

in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

NOTICES TO CONSIGNEES

FROM EUROPE

Captain Girstenbran, having arrived, Con-

signees of Cargo are hereby informed that their

goods are being landed and placed at their risk

THE H.A.L. Steamship

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 19th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE, Hongkong Office.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

FIHE P. & O. S. N. Co.'s Steamer

Hongkong, 13th August, 1909.

" PALMA.' Consignees of Cargo by the above-mamed vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the

Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless

Hongkong and Kowloon Wharf and Godown

instructions are given to the contrary within Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which

date they cannot be recognised. No claims will be admitted after the goods have left the E. A. HEWETT, Superintendent. Hongkong, 16th August, 1909.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENSTRAE."

having arrived from the above Ports, Consignees: of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon ast the Goods are landed. Goods not cleared by the 23rd inst. will be

subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M.

No claims will be recognized if not presented. within 14 days of the ship's arrival. McGREGOR BROS. & GOW. Hongkong, 16th August, 1909.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES.

TRIESTE. PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PE-NANG AND SINGAPORE.

THE Company's Steamship

"NIPPON." having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardons Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. The Steamer brings Cargo from

Venice ex s.s. "Metcovich," transhipped. at Trieste. Optional Cargo will be discharged here unless

notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 23rd inst., or they will not be recognised. All broken, chafed and damaged goods are to

be left in the Godowns, when they will be oxamined on the 23rd inst., at 10 A M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Agents. Hongkong, 16th August, 1909.

#### SHIPPING.

ABRIVALS. C. Fend. LARIEZ, German str., 5,158, Wagner, 18th August-Hamburg 2nd July and Singapore 12th Aug., General-Hamburg. Amerika Linia. CHANGERA, British str., 1,462, Finlayson, 18th

August-Melbourne 13th July, General-Butterfield & Swire. CLARA JEBSEN, Gor. str., 1,129, J. Bendixon, 18th August-Haiphong 15th and Hoihow

17th Aug., Coal, Cattle and Pigs-Jebsen DAIJIN MARU, Jap. str., 899, F. Kabaraki, 18th August-Swatow 17th Aug., General

-Osaka Shosen Kaisha. DEVANHA, British etr., 4,785, H. Powell, 18th August-Bombay 4th August, Mails and General-P. & O. S. N. Co.

FUKUI MARU, Jap. str., 3,087, K. Nakagawa, 17th August-Moji 11th August, Coul-Mitsui Bussan Kaisha. HAIYANG, British str., 1,362, Hodgins, 18th August-Foochew via Swatow 17th Aug.

General-Douglas, Lapraik & Co. 4 JOHANNE, German str., 952, M. Ipland, 17th August-Sumatra 7th and Swatow 16th August, General - Jebsen & Co. KIANG PING, Chinese str., 1,222, H. Uddin, . 17th August-Chinking 11th August,

General-Tung Lee & Co. SLAVONIA, German str., 2,829, B. Peter, 18th August-Foochow 16th August, General-Hamburg-Amerika Linie. SARPEDON, British str., 4,436, J. A. Taylor,

17th August-Shanghai 14th August, General - Butterfield & Swire. WUHU, British str., 1,227, Cogan, 18th August -Wakamatsu 12th August, Coal-Butterfield & Swire,

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 18th August. Cheongehing, British str., for Canton. Choshun Maru, Japanese str., for Swatow. Choysang, British str, for Canton. Clara Jebsen, German str., for Canton. Devanha, British str., for Shanghai. J. Diederichsen, German str., for Hollow. Johanne, German str., for Haiphong. Kinng Ping, Chinese str., for Canton. Pitsamulak, German str., for Swatow. Prometheus, Norwegian str., for Swatow.

Sarpedon, British str., for Saigon.

YEDDO, Swedish str., for Saigon.

18th August. ATLANTIS, American str., for Manila. AUSTRALIEN, French str., for Shanghai. AWA MARU, Japanese str., for Singapore. CHOWKA, German str., for Hollow. GLENFALLOCH, British str., for Amoy. GREGORY APCAR, British str., for Singapore. HAIMUN, British str., for Swatow HALVARD, Norwegian str., for Hollow, HELIOPOLIS, British str., for Durban. KAISOW, British str., for Nagasaki. KJELD, Norwegian str., for Canton. Kwongsang, British str., for Shanghai. NIPPON, Austrian str., for Shanghai.

DEPARTURES.

SHIPPING REPORTS. The British str. Haiyang reports: Strong S.W. winds, overcast and cloudy. The British str. Surpedon reports: Strong B.W. winds, rough sen, fine throughout. The German str. C. Ferd. Lacisz reports: Fine weather by S.S.W. winds during the

#### VESSELS ON THE BERTH

FOR SINGAPORE PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon. Madras and Mauritius.

TITHE Steamship

"LIGHTNING! Captain A. E. Genties. will be despatched for the above ports TO-DAY, the 19th inst., Bt 3 P.M. For Freight or Passage, apply to DAVID SASSOON & Co., LD.

Hongkong, 12th August, 1909. "INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI," Cartain W. Gray Williams, will be despatched as above on the 21st August, 1909. For Freight or Passage apply to JARDINE, MATHESON & Co.,

Agents. Hongkong, 15th July, 1909. EASTERN AND AUSTRALIAN STEAM.

FOR SYDNEY AND MELBOURNE. (Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

SHIP COMPANY, LIMITED.

"ALDENHAM," Captain St. John-George, will be despatched as above on MONDAY, the 23rd inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a daly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 6th August, 1909.

"SHIBE" LINE OF STEAMERS, LTD. FOR LONDON AND ANTWERP.

THE Steamship "CARMARTHENSHIRE" Captain Daniel, will be despatched as above on

or about the 25th instant. The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried. Fare to London, £35.

For Further Particular, apply to JARDINE, MATHESON Co., LTD.,-Agents. Hongkong, 2nd August, 1909.

#### VESSELS. ADVERTISED AB LOADING

To accordain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels barthed at the Kowloon Wharf "k,w." together with the number denoting she section. 1. From Green Island to the Harbour Master's. 2. From Harbour Waster's to Blake Pier. S. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

|  | - I                          |                          |   |  |   |  |
|--|------------------------------|--------------------------|---|--|---|--|
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|  | <b>对是是是国际的</b>               |                          |   |  |   |  |
| DESTINATION  | VESURL'S NAMES               | FLAG & RIG               | DERTH   | CAPTAIN  | FOR FREIGHT APPLY TO                                  | TO RE DESPATCHED   |
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|  |                              |                          |   |  |   |  |
| ONDON &C., TIA DEUAL PORTS OF CALL   |                              |                          |   |  |   |  |
| *~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~   | CALEDONIA CARMARTHENSHIRE    | Brit. str<br>Brit. str   |   | W. Hayward, R.N.B.   | P. & O. S. N. Co.                                     | On 21st inst., at Noon,  |
|  | DERIA PROPERTIES             | Brit, str                |   |  | JABDINE, MATHESON & CO., LD.<br>P. & O. S. N. Co.     |  |
| NTWERP BOTTERDAM & HAMBURG &c  | ABAHIA                       | Ger. str                 |   |  | MAMBURG-AMERICA LININ                                 | About 25th inst. About mid. of Sept.   |
| COTAC OF LEW RIKES ALL SUID TURE THE   |                              | Ger. str.                | k. W.   | Block  | HAMBURG-AMERIKA LININ                                 | On lat Sept.   |
| ARSEILLES, HAVRE. COPENHAGEN, &c   | CABNARVONSHIRE               | Dan str<br>Brit. str     |   | 910 HIS 184 BOO BO   | Margrana & CA   |  |
|  | I'AMP'E                      | Fren.str.                |   |  | JARDINE, MATHEBON& CO., LD.<br>MERAGERIES MARITIMES   | About 25th inst.   |
| ARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c  | TAMBA MARU                   | Jap. str                 |   | The said the said the said   | NIPPON YUSEN KAISHA                                   | On let Sont at Date  |
| -amorilles, lighton & animared the Street date by  | BAXONIA                      | Ger. str.                | K Was   | R. Takeda  | HAMBURG-AMERIKA TITNIR                                | On 2nd Sept.   |
| ENOA. MARSEILLES, LONDON, & ANTWERP, &C.   | CAMPLE                       | Dan. str                 | <del></del>                                       | *** *** *** 101 . 144 . 404  |   | On 15th Cent. at Diffe   |
| ALLAC, IGULGUE, &c., VIA JAPAN PORTS, &c.  | . AMBRICA MADII              | Jap. str                 |   | A. E. Moses  | NIPPON YUSEN KATSEL                                   | On 28th inst.  |
| ALADA UZROA, ALAIRDA (11786417446, BA  | CARDEN                       | Ger. str.                |   | B. Wilhelmi  | Toyo Kishn Katsha<br>Melchers & Co.                   | On 30th inst. at Noon  |
| RIESTE, &c. VIA SINGAPORE, &c.<br>EW YORK VIA SUEZ CANAL   | THE TANK                     | Aus. str<br>Brit. str    |   | Radonicloh   | SANDER, WIELER & Co.                                  | About 95th food  |
| DOTON & NEW YORK   | LENNOX                       | Brit. str.               |   | W. G. Williams   | JARDINE MATERSON, & Co., LD.                          | On 21st inst.  |
| ANCOUVER, B.C., TAGOMA & SEATTING TIA JADAK  | AMPRES OF CHINA              | Brit, str                | 2 1,  | 41 gr , 10 101 100 101   | CANADIAN PACIFIC R. CO                                | On 4th Stant at 8 mars   |
| ANCOUVER VIA SHANGHAT JAPAN &  | MONTHAGLE                    | Brif. str                |   | O. Dollar 146 446 44.  | DODWELL & Co. Ltd.                                    | On 26th inst.  |
| ICTORIA DE LEBLUNG, SHANGHAI & JAPAN   | SEATTLE MARU                 | Jap. str                 | er general en | ] <b>-                                     </b>  | CANADIAN PACIFIC R. CO<br>OSAKA SHOBEN KAIBHA         | A 4041 A 5 7 7 7 7 7 100   |
| IUTUKIA, B.C., & SEATTER VIA Kuminga Ja  | TANGO MARU                   | Jap. str  <br>  Jap. str |   | K. Kawara  | NIPPON YUSBN KAISRA                                   | On 14th Sept. at 4 P.N   |
| USTRALIAN PORTS VIA MANILA<br>USTRALIAN PORTS VIA QUEENSLAND PORTS, &c   | CHANGSHA                     | Brit. etr                |   | G. W. Eidy   | Nippon Yusen Kaisha                                   | On 28th Sept., at 4 P.   |
| USI RALLAN PORTS VIA MANTLA  | NYETO Maner                  | Brit. str<br>Jap. str    |   | I MAN DATE CHANTED STREET !  | THIRD LIVINGSMAN & CA                                 | On 23rd inst., at Noon   |
| USTRALIAN PORTS VIA MANILA   | PRINZ WALDEMAR.              | Ger. str                 | _   | F. Iseke   | MULTIPON YUSEN KAISHA                                 | On 3rd Sept., at Noon.   |
| UKUHAMA & KORE   | Potes Water                  | Ger. etr                 |   | I ARREST TO A SECTION AND A SECTION AND A SECTION AND A SECTION AND A SECTION ASSECTATION  | NIDDOM Y TOWN K AND TA                                |  |
| CAR & IURUMAMA   | Manager the Manager          | Jap. str                 |   |  | MELCHERS & Co. NIPPON YUBEN KAISHA                    | About 21st inst.   |
| OBE & YOKOHAMA   | MIYASAKI MARU<br>KUMANO MARU | Jap, etr<br>Jap. etr     |   |  | NIDDOM VYGUN KATOPA                                   | A- 00/1  |
| IFAN   | TJIBIN:                      | Dut. str                 |   | THE TAXABLE SAN AND  | NIPPON YUBEN KAISHA                                   | On 1st Sept., at Noon.   |
| EFOO & NEWCHWANG<br>EIHAIWEI & TIENTSIN  | HUICHOW                      | Brit. etr<br>Brit. etr   |   |  |   | Whor despatch.   |
| THE TOTAL VIA WEIHALWEL & CHEROD   | CHRONGSHING                  | Brit. str                | <del></del> .                                     | 43: 4:416 <b>\</b>   | Butterpield & Swire<br>Jaedine, Matreson & Co., Ld    | On 26th inst. at 4 P.M.  |
| ANGHAI VIA SWATOW, AMOY & FOOCHOW  | CHOSHUM MARU                 | Jap. str<br>Brit. str    |   | 1 1 Market 1418 (9545 1414 141   | TIMANA PROFINITE MATERIAL                             | On 21st inst, at 5 P.M.  |
| anu u u u u u u u u u u u u u u u u u u  | UHOYSANG                     | Brit. etr                |   | M. Conviney  | MITTER DEFERT TO DE MARTEN M                          | To-day, at 4 p. w.   |
| IANGHAI  | C. FERD. LAMISZ              | Ger. str                 | k.w.  | TT PKMCA designates and a contract of the cont | Jardine, Matheson & Co., Ld.<br>Hamburg-Amerika Linin | On 21st inst., at 4 P.M  |
| IANGHAI. MOJI & KOBE   | DEVARHA                      | Brit. str<br>Brit. str   |   | TALL OWELL ALL AND ALL   | PANSNO  | About 19th inst.   |
| ANGHAI, MOJI & KOBE<br>ANGHAI, YOKOHAMA, KOBE & MOJI   |                              | Jap. str                 |   | TEN TRENDE SAS TAN TOTAL   | BUTTERFIELD & SWIRE NIPPON YUSEN KAISPA               | On 0441 1-4  |
| ANGHAI   | ANBUI IUERA                  | Brit. str                | 1 m.  | ]  | LIARDINE MARKETON SOLVEN                              | On 24th inst., at Noon   |
| ANGHAI, MOJI, ROBE & YOKOHAMA  | NILE                         | Brit. str.               | -   | E. P. Martin   | BUTTERFIELD & SWIRE                                   | On 26th inst., at 4 P.M  |
| ANGRAL RUBE & IUKUHAMA   | PATTWERTEN                   | Brit. str<br>Fron. str   | lm.   |  | Minimum Deliver in the Management                     | A-00.1   |
| ANGHAL KOBE 4 YOKOHAMA   | AMBRIA                       | Ger, str.                | k. w.   | ******   | MESSAGRETES MARITIMES                                 | On 80th inst., P.M   |
| ANGHAI, YOKOHAMA & KOBE<br>ANGHAI, NAGASAKI, KOBE & YOKOHAMA   | Departmen                    | Dan, str<br>Ger, str     |   | 1718   | MELANDERO VICA  | 177 - J  |
| ANGHAI   | TJIMAHI                      | Dut. str                 | l m,  | THE ELECTRON CONT. T   | MELCHERS & Co. JAVA-CHINA-JAPAN LIJN                  | About 26th inst.   |
| MIGUL VIA MVV ATIIVV /Z AMIIIV   | They work To a new           | Jap. str                 | -   | * * * * * * * * * * * * * * * * * * *  | USARA NHOREW KATOESA                                  | Company Committee of the committee of th |
| OCHOW  | CHANGCHOW                    | Brit. str<br>Brit. str   | l m.  | MOUNTH BAN ALLEN   | LARTITUS MADITUSANO SITA T.                           | A COPING   |
| TRUTT, AMOI & ECOCHOW,   | HAIYANG                      | Brit. etr                | 2 h.  | Tronking *** ********  | BUTTERFIELD & SWIRE DOUGLAS LAPRAIK & CO.             | To-day, at 4 P.M.  |
| NILA   | LOOMGRING                    | Brit. str<br>Brit. str   | 2 h.  | J. W. Evans  | DOTIGIAS TAPPATE & Co.                                | 0-00-1   |
| 47 -4 ere est see ein ann per tee pag mag per  | RUBI                         | Brit. str.               |   | D. D. LOYDO  | JARDINE, MATHESON & Co., LD.<br>SHEWAN, TOMBS & Co    | To-morrow, at 4 P.M.   |
| NILA   | VITENCENC                    | Brit, str                | lm.   | T CONTOUR INCLAID  | HIPPEDDIES N. D. Westerner                            |  |
| NILA   | 7 LPTDA                      | Brit. str<br>Brit. str   |   | T. TT. TYDITO  | JARDINE MATHESON & Co., Lo.                           | On 27th inst., at 4 P.M.   |
| BU & ILOILO  | TEAN                         | Brit. str                | 1 m.  | A. W. Unterbridge  | BUTTEDDIETE & Swins                                   | On 28th inst., at Noon.  |
| MDB1 VIA DINUAPUKU W 1311.GM RO  | RAMEDAW MANEY                | Brit, str<br>Jap. str    | l m   | THE CONTROL OF THE PARTY AND LABOR.  | HITTERPTETT & Surrey                                  | CO. CO. 49   |
| GAPORE. PENANG & CALCUTTA  | LIGHTNING                    | Brit. str.               |   | Tra Cla Citalin  | NIPPON YUSBN KAISHA<br>DAVID SASSOON & Co., LTD.      | To-morrow.   |
| TAVIA, CHERIBON, SAMARANG, &c.   | TJIBODAS                     | Brit. etg.               | -   | Bradley  | JARDINE MATHEBON & CO., LTD.                          | To-day, at 3 P.M.<br>On 31st inst., at 3 P.M.  |
|  |                              | Dut. str. (6.            | <del></del>                                       | Zwart  | JAVA-CHINA-JAPAN LIJN                                 | The property of the ball of P.M.   |
| THE TIME OF THE PROPERTY OF THE PARTY OF THE |                              | Contract Steeling 1      | $-\gamma_{1}v_{1}\gamma_{2}$ ( $1$                |  | ATAM ATAM TITAL PROPERTY                              | Quick despatch.  |

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SATLINGS FROM HONGKONG FOR

VANCOUVER. B.C.. TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

| Steamer. | l'ons.                           | Captain. | Sailing Date.  |
|----------|----------------------------------|----------|--|
| OCEANO   | 1,363<br>5,232<br>1,657<br>5,232 | J. Boyd  | On 26th August.<br>On 23rd September.<br>On 21st October.<br>On 18th November. |

\* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information applyito

DODWELL & CO., LIMITED, GENERAL AGENTS. Hongkong, 10th August, 1909. Queen's Buildings. 8

#### NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN LINES.

FOR-STEAMERS TO SALL YOKOHAMA & KOBE ... ... "PRINZ WALDEMAR! (About Friday, 21st Capt. F. ISEKE August NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, "GOEBEN" Wed'day, 25th ANTWERP & BREMEN Capt. B. WILHELMY Aug., at Noon. SHANGHAI, NAGASAKI, KOBE) "DERFFLINGER" About Thursday, and YOKOHAMA Capt. E. ZACHARIDE 26th August. MANILA, YAP, NEW GUINEA, "PRINZ WALEDMAR" BRISBANE, SYDNEY and Friday, 10th MELBOURNE Capt. F. ISEKE Sept., at D'light For further Particulars, apply to

NORDDEUTSCHER-LLOYD,

MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. ougkong, 14th August, 1909.

#### CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec, or St. John, N.B. "EMPRESS OF CHINA" SAT., 4th Sept. "ALLAN LINER" FRIDAY, 1st Oct. "MONTEAGLE" SATURDAY, 18th Sept. "EMPRESS OF INDIA" SAT., 25th Sept. "EMPRESS OF IRELAND" Fri., 22nd Oct. "EMPRESS OF JAPAN" SAT., 16th Oct. | "ALLAN LINER" FRIDAY, 12th Nov. "EMPRESS OF CHINA" SAT., 6th Nov. "EMPRESS OF BRIITAIN "FRI., 3rd Dec.

Steamships leave HONGKONG at 6 P.M. "Empress" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial EMPRESS Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped

with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway .... First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further informatior, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

#### MESSAGERIES MARITIMES

FRENCH MAIL

FORTNIGHTLY SERVICE TO AND FROM EUROPE FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

STEAMERS TO SAIL. SHANGRAI, KOBE & "POLYNESIEN" On 30th Ang., P.M. YOKOHAMA ... Capt. Broc "TONKIN" On 31st Aug., MARSEILLES VIA PORTS Capt. Charbonnel 1 P.M. SHANGHAI, KOBE & "OCEANIEN" On 13th Sept., P.M. YOKOHAMA ... ... Capt. Sellier "AUSTRALIEN" MARSEILLES VIA PORTS On 14th Sept., Capt. Rignier 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. DE CHAMPMORIN, AGENT, Hongkong, 18th August, 1909. Queen's Building.

#### VESSELS ON THE BERTH THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

#### / THE Steamship

"CALEDONIA,

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 21st August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Mondolia," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALEDONIA" due in London on the 3rd October, 1909. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT,

Superintendent. Hongkong, 9th August, 1909.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE. PENANG. CALCUTTA, COLOMBO, ADEN. SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS

to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"SILESIA," Captain Radonicich, will be despatched as above

on or about the 25th August. This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Princes Buildings.

Hengkong, 30th July, 1909. 'SHIRE" LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND

LEITH.

THE Steamship

"CARNARVONSHIRE." Captain Ingram, will be despatched as above on or about the 25th inst.

For Freight apply to JARDINE, MATHESON, & Co., LTD., Horgkong, 2nd August, 1909. REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "LENNOX" ... About 10th Sept. For Freight and further information, apply to DODWELL & Co., Lad.,

Hongkong, 2nd August, 1909.

Agents.



MITSU BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK," A.1, A.B.C., and Engineering Code User NEW DOCK NOW OPEN. DOCK No. 3.

Extreme Length ... Length on Blocks Width of Entrance on Top .... Width of Entrance on Bottom ... Water on Blecks at Spring Tide 341 " DOCK No. 1. Extreme Length ... Length on Blocks Width of Entrance on Top

Width of Entrance on Bottom ... 77 Water on Blocks at Spring Tide DOCK No. 2. Extreme Length ... Length on Blocks Width of Entrance on Top ... Width of Entrance on Bottom ...

Water on Blocks at Spring Tide PATENT SLIP. Suitable for vessels up to 1,000. THE WORKS are well equipped with LATEST PLANTS and APPLI.

ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and

BOILERS: and also ELECTRICAL WORK. A LARGE STOCK of MATERIALS is

always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready

COAL.

Short Notice.

DUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brooketon, at Reduced Rates. Large stock always on hand. Apply - SARAWAK GOVERNMENT AGENCY, Labuan. Telegrame: May, Labuan.

LABUAN COAL.

OTICE\_THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams : " Labor Labuan."

BRADLEY & Co., Agents. Hongkong, 12th August, 1909.

# ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR  | STEAMERS                 |                      | the second control of the second con- |
|--|--------------------------|----------------------|---------------------------------------|
| BHANGHAI   | DEVANHA                  | About 19t            | h   Freight and   Passage.            |
| LONDON VIA USUAL POR   | > CATEDONIA :            | ) Noon, 21s          | t) See Special                        |
| LONDON and ANTWER VIA SINGAPORE, PER ANG, COLOMBO, POR SAID and MARSHILLES | N. (SYRIA                | or, E.N.E } About 25 | th   Freight and   Passage.           |
| SHANGHAI, MOJI, KOF<br>and YOKOHAMA  | E NILE Capt. E. P. Marti | About 2 Aug.         | (th) Freight and<br>Passage.          |
| For further Particu  | , t                      |                      |                                       |

E. A. HEWETT, Superintendent

Hongkong, 17th August, 1909.

| •                         | SWITHING   | ាជក្សាវិសាស            | OF TO         | T# 34 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 |            |                  | 6.5          |
|---------------------------|--|------------------------|---------------|---|------------|------------------|--------------|
|                           | VOR  |                        | STEAM         | rrs :                                     | T          | O BYIL           |              |
| SHANGHAI                  | *****  |                        | CHINHU        | A''                                       | On 19th    | 1 Aug., 4        | P.M.         |
|                           |  |                        |               |   |            |                  |              |
| CHEFOO and N              | EWCHWANG   | 14                     | LUCHOY        | V 19.                                     | On 20th    | 1 Aug., 4        | P.M.         |
| MANILA,                   | O A THE TO A N   | 7 7 7 7 1              |               |   |            | e - <del>K</del> |              |
| manilia,                  |  | 1000                   |               |   |            |                  | •••          |
| THURSDAY                  | TODAND, TO   | JUUN."                 | 17            | Constitution of the second                |            | •                |              |
| TOWN, CA                  | IRNS, TO   | MNR-                   |               |   | 0-200      |                  |              |
| VILLE, BRI                | SBANE, SYL   | NEY, } "               | CHANG         | эна                                       | On 200     | n 12008. 4       | P.M.         |
| with Transhipm            | ent for TASMA  | NIA,                   | · .           |   |            |                  |              |
| NEW ZEAL                  | AND. ADELA   | AIDE.                  |               |   |            |                  | · <b>,</b> – |
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| ATTE A STATE A T          | ·•   | 46                     | CHENAN        | 11  | On 22r     | d Aug., I        | D'light 🦿    |
| MANILA                    | ******   | 1                      | TAMING        | 19  | On 24t     | h Aug., 3        | P.M.         |
| MANILA                    | The commence of the contract o | 44 48 44 44 44<br>44 7 | T A TTIVITY   |   | On 24t     | h Ang. 4         | P.M.         |
| CERO and ITOI             | LO   | .,,,,,,,,,,            |               |   | On 264     | h Ann.           | 1 p w        |
| CEBU and ILOI<br>BHANGHAI |  |                        | WHUT.         | ****                                      | OH 200     | n was            | real.        |
|                           |  |                        |               |   |            |                  |              |
| SHANGHAI                  |  | 41                     | LINAN"        |   | On 236     | i Aug., L        | Jugnt.       |
| SHANGHAI D                |  |                        | TEAN"         |   | On 31s     | : Aug., 5        | P.M.         |
| T)                        | TETAR TOTAL  | NGS TO                 | WEST B        | IVER. Twice                               | ≫ Weekl    | <b>y.</b>        |              |
| ·                         | 8.8. "   | TTNTAN                 | " and SS      | "SANTIL"                                  |            |                  |              |
|                           | TAN STEAM  | MDO Paris              | CHAPTER CONT. | eacommodat                                | on with    | Electric         | Light        |
| AUSTKAL                   | TAN STEAM  | TITED DEVE             | superior.     | A duly even                               | Sand Gar   | eroon is         | narriad.     |
| throughout and            | Electric Fans  | in the St              | sterooms.     | A duly qua                                | 1100 DU    | good 10          | Area h       |
| REDUCED F                 | ARES, Cargo  | booked the             | rough for     | all Austral                               | 1811, 1491 | A SAME           | u suu        |
| (T)                       | _  |                        | •-            |   |            |                  |              |

Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-

rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"

"CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sanday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports. N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosing.

FARE, INCLUDING WINES, 845 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to-Hongkong, 19th August, 1909

BUTTERFIELD & SWIRE. AGENTS.

## INDO-CHINA S. NAV. CO., LD.

| TIME CITTLE                              |  |       |
|--|--|-------|
| PROJECTED SATITIOS FROM I                | HONGKONG (SUBJECT TO ALTERATION  | T.)   |
|  | CONTINUES TO MAIL  | • . • |
| - BEASTER A                              | "LOONGBANG" Friday, 20th Aug., 4 F   | Μ.    |
| - c111 A 3Y/( II A T                     | "CHUI MAINIT DALUTUAVI ZIBU ZIKA TE  |       |
| - CHEST AND COLD IN THE THEORY AND CHEST | suutin kiilista piittiita eskiitaskiitiskiitakiitakii o x                  |       |
|  | r " FOURSANT" Thesasy. Zata Auk. No  | LO L  |
| COCCUTOUS                                | "YATMHING" WEGGIV, ZULI MUKADI   | -, д  |
| A BEARTS                                 | "YUENSANG" Friday 27th Aug., 4 P   | M     |
| - CINCADADE DENANCE CALCUIT              | "YUENSANG". Friday, 27th Aug., 4 P<br>TA"KUTSANG". Tuesday, 31st Aug., 3 P | .M    |
| - SINGAPORE, PENANGE CALCO               | ATTOC MA TADAN   | ¯· .  |
| RETURN T                                 | OURS TO JAPAN.   |       |
| OCCU                                     | PYING 24 DAYS.   |       |
| The Ricomars " KINGANG"" NAMSANG         | "and "Fooksang" leave about every 3 weeks                                  |       |
| City and the said Walahama who will be   | Cohe (Inland Sea) and Moil to Hongkong, provide                            | ns    |

Shanghai and Yokohama returning via Kobe (Inland Sas) and Moji to Hongkong, prove to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. \* Steamers have superior accommodation for First Class Passengers and are fitted throughout † Taking Cargo on through Bills of Lading to Yangteze Ports, Chefoo, Tientain & Newchwang

Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [16 Hongkong, 19th August, 1909.

#### EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATICC ..., L.

SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

GOTHENBURG.

|   | DESTINATION                                       | STEAMERS  | DATE OF SAILING.  |
|---|---|-----------|-------------------|
|   | MARSEILLES, HAVRE, COPENHA- }                     | "YEDDO"   | Middle of August. |
|   | SHANGHAI, YOKOHAMA and KOBE                       | "CATHAY"  | End of August.    |
|   | MARSEILLES, HAVRE, COPEN-) HAGEN and BALTIC PORTS | "CATHAY " | End of September. |
| • | For Further Particulars apply to                  | MELCHER   | 8 & CO.,          |
|   | Hongkong, 5th August, 1909.                       | AGEN      |                   |
|   | . —   |           |                   |

## STEAMSHIP LIMITED.

#### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

SWATOW, AMOY and (FRIDAY, 20th Aug., "HAIYANG" Capt. A. E. Hodgias "HAIMUN," FOOCHOW. at 2 PM. SUNDAY, 22nd Aug., SWATOW at Noon. Capt. Evans A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DUBING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-

STEAMERS

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

LEAVING.

Hongkong, 19th August, 1909.

#### HAMBURG-AMERIKA LINIE PENINSULAR HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sallings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, be HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports,

and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports. NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA: S.S. C. FERD. LAEISZ .. 19th Aug. S.S. AMBRIA ... ... 30th Aug. S.S. NICOMEDIA ... 12th Sept. S.S LIBERIA ... ... 15th Sept.

Hongkong, 29th June, 1909

Omitting Keelung.

FOR HAVEE, BREMEN & HAMBURG: S.S. ANDALUSIA ... 1st Sept. FOR MARSEILLES, HAVRE & HAMBURG: S.S. SAXONIA ... 2nd Sept. FOR HAVRE & HAMBURG: S.S. SPEZIA ... 14th Sept.

HOMEWARD.

FOR ANTWERP, ROTTERDAM & HAMBURG: S.S. ARABIA ... About mid. of Sept.

Further Particulars, apply to-HAMBURG-AMERIKA HongkongOffice. Hongkong, 13th August, 1909.

## AMERICAN

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA ORUZ (MEXICO). S.S. AMERICA MARU ... ... 6000 tons gross ... ... Sail Aug. 30th, at Noon.

S.S. HONGKONG MARU ... ... 6000 , , ... ... , Oct. 26th, at Noou. S.S. MANSHU MARU ... 5000 ... Dec. 10th, at Noon. For particulars apply to K. MATSDA, Manager. TOYO KISEN KAISHA, York Building.



PROJECTED SAILINGS FROM HONGKONG-

| No.  |                      | : .            |   |
|--|----------------------|----------------|---|
| Destinations.                              | STEAMBRS.            | Tons.          | SAILING DATES.  |
| MARSEILLES, LONDON and ANTWERP, via SINGA- | TAMBA-MARU,          |                | WED'DAY, 1st Sept.,                                       |
| ANTWERP. via SINGA-                        | Capt. C. H. Butler,  | 6,500-         | at Daylight.  |
| PORE, PENANG.                              | INABA MARU,          |                | WED'DAY, 15th Sept  |
| COLOMBO, and PORT SAID                     | Capt. R. Takeda,     | 6,500          | WED'DAY, 15th Sept<br>at Daylight.<br>TUESDAY, 14th Sept. |
| VICTORIA, B.C. and                         | § SHINANO MARU,      | · <u>_</u>     | TUESDAY, 14th Sept.                                       |
| SEATTLE, via KEELUNG,                      | Capt. K. Kawara,     | 7,090          | at 4 P.M.   |
| SHANGHAI, MOJI, KOBE,                      | ┥                    |                |   |
| YOKKAICHIA SHIMIDZU                        | STANGO MARU,         |                | TUESDAY, 28th Sept  |
| and VOYOHAMA                               | Capt. S. Ishikawa.   | 8,000          | at 4 P.M.   |
| SYDNEY and MELBOURNE,                      | ( NIKKO MARU,        | ]              | FRIDAY, 3rd Sept,   |
| wa Manila Thirkija I                       | Capt. M. Yagi,       | <b>5,000</b> ( | at Noon. FRIDAY, 1st Oct., at Noon.                       |
| TREADD. TOWNSVILLE                         | ) KUMANO MARU,       | ]              | FRIDAY, 1st Oct.,   |
| and BRISBANE                               | Capt. M. Winckler,   | 6,000 [        | at Noon.  |
| KOBE and YOKOHAMA                          | KANAGAWA MARU,       | }              | FRIDAY, 20th Aug.,  |
|  |                      | 6,500 J        | at 5 P.M.   |
| BOMBAY via SINGAPORE                       | I BOMBAY MARU,       |                | FRIDAY, 20th  |
| and COLOMBO                                | Capt. W.A. Livens.   | 5,000 3        | August  |
| STIANCHAT MOH and                          | T TAKASAKI MARU.     |                | August<br>TUESDAY, 24th<br>August                         |
| KOBE                                       | Capt. A. Mocker,     | 5,000 J        | August.   |
| KOBE and YOKOHAMA                          | MIYASAKI MARU,       | 0.000          | FRIDAY, 27th Aug.,  |
|  | Capt. 1. Murai,      | 9,000 1        | A.R. STEPPING AND 1 of Clark                              |
| NAGASAKI, KOBE and                         | KUMANU MARU,         | č AAA          | WED'DAY, 1st Sept.,                                       |
| YOKOHAMA                                   | Capt. M. Winesler,   | 0,000          | at Noon.  |
| § Fitted with New System of                | Wireless Telegraphy. |                | ‡ Cargo only.   |

#### EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA. MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID. THE Co.'s Newly Built 9,000 Ton Passenger Steamers will be Despatched FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. Moses)- - On Satur. 28th Aug. ATSUTA MARU - - (Capt. WM. THOMPSEN)- About Wed. 22nd Sept. MYASAKI MARU - (Capt. T. MUBAI) - About Wed. 20th Oct.

KITANO MARU - - (Capt. F. E. Cope) - - About Wed. 17th Nov. CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

#### TRIPS CHEAPEST ROUND BETWEEN

#### HONGRONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909. SPECIAL EXCURSION (1st & 2ND CLASS) AVAILABLE FOR 4 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. 1st CLASS

Option of rail between Calling Ports in Japan. For further particulars apply to

T. KUSUMOTO, MANAGEE. **[15-93** 



Hongkong, 4th August, 1909.

COMPANY, LIMITED. STEAMSHIP

#### CAPTAIN STEAMSHIP SAILING DATE. Tons. 2540 | R. W. Almond [ On 21st Aug., 5 P.M. Manila | On 28th Aug., Noon.

ZAFIRO ... | 2540 | R. Rodger ... For Freight or Passage apply to Hongkong, 18th August, 1909. SHEWAN, TOMES & Co., General Managers. [14]

# THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS. SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. Head Office for the Far East:-

16, DES VŒUX ROAD. HONGKONG.

Japan Office. 14, WATER STREET AOROHVMY.

# STEAM NAVIGATION CO.

#### S.S. "MACEDONIA."

(10,500 Tons.)

CAPTAIN C. D. BENNETT, R.N.R.

VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:-

> MARSEILLES APRIL 16TH. LONDON APRIL 23RD.

FARES TO LONDON:-

1st SALOON £71.10 SINGLE; £106 14 RETURN. £ 72.12

For Further Particulars, apply to

E.A. HEWETT

SUPERINTENDENT.

NAVIGATION CO.

PASSENGER HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

# TAKING PASSENGERS ALSO FOR

Colombo, India, Australasia, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS<br>to<br>.Colombo                                   | Leave<br>Hongkong                       | Connecting Steamers from Colombo to Marseilles & London         | Due<br>Marseilles<br>(Brindisi<br>2 days earlier) | Due<br>PLYMOUTH<br>(London<br>1.day later) |
|--|---|---|---|--|
| Steamer Tons   | 1 P.M. SATURDAY                         | Steamer Tons  | SATURDAY  | FRIDAY                                     |
| ARCADIA 7000<br>ASSAYE 7500<br>DELTA 8000<br>MACEDONIA 10500 | February 5 February 19 March 5 March 19 | MANTUA 11000<br>CHINA 8000<br>MALWA 11000<br>(Through Steamer   | March 5<br>March 19<br>April 2                    | March 11<br>March 25<br>April 8            |
| DEVANHA 8000 ASSAYE 8000 DELTA 7500 DELHI 8000               | April 2 April 16 April 30 May 14        | MONGOLIA 10600<br>MARMORA 10500<br>MOREA 11000<br>MOCLTAN 10000 | April 16 April 30 May 14 May 28 June 12           | May 6 May 20 June 3 June 18                |
|  | -                                       |   | ė   | 1  |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

18T SALOON £71.10 SINGLE £106.14 RETURN. In addition to the above Mail Steamers the following: -

INTERMEDIATE (Non-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING SALOON PASSENGERS AT REDUCED RATES

| st <b>eame</b> rs*   | -   | Leave<br>Hongkong  | Due<br>London  |
|--|---|--|--|
| * SYRIA<br>* SUMATRA<br>* NYANZA<br>* SUNDA<br>* MALTA<br>* SARDINIA<br>* NORE | <br>Tonnage 6600 4600 6700 6060 6570 6700 | about January 26 February 9 February 23 March 23 April 20 May 4 May 18 | about  March 12  March 26  April 9  May 7  June 4  June 18  July 2 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE FARES TO LONDON (Including Surtax): 18T SALOON £55.0 SINGLE. £82.10 RETURN. .. £38 10

\* Carry 1st and 2nd Salcon Passengers. For Further Particulars, apply to:-

E. A. HEWETT SUPERINTENDENT.

#### SHOSEN REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration). TRANS-PACIFIC SERVICE.

#### Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY.



(The only direct train service, without transhipment, also shortest and fastest route, from the Pscific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South

SATURDAY, 28th TACOMA VIA KEELUNG, ( "SEATTLE MARU' 6,178 J Aug., at Noon. Capt. T. Saito, SHANGHAI, MOJI, "TACOMA MARU" SATURDAY, 25th KOBE, SHIMIDZU and) Sept., at Noon. Capt H. Yamamoto, 6,178 YOKOHAMA

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steorage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE Taking Cargo on through Bills of Lading to all Yangteze River and North China Ports, by the steamers to Shanghai.

STEAMERS SHANGHAI VIA SWATOW, S"CHOSHUN MARU" THURSDAY, 19th Aug., Capt. T. SURUGA ) at 10 A.M. AMOY & FOOCHOW SUNDAY, 22nd Aug., "DAIJIN MARU" TAMSUL VIA SWATOW,

Capt. Y. KUBURAKI | at 10 A.M. A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September." Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER. Only fully prepaid letters and postcards are transmissible by the BIHERIAN

| 28 h & 80th July Aug 1st 2  | oth Hongkong.   | Vessel.<br>P. & O. Cal   | lo Ienia.  |
|---|---|--|--|
| Pok -   | PER   |  | DATH   |
| Swatow, Amoy, Foochow and Shanghai Shanghai Macao Singaporo, Penang and Calcutta Singaporo Moji Salgon Amoy, Shanghai and Chinkiang Shanghai Straits and Colombo Shanghai, Kobe and Yokohama Roilo Swatow, Amoy and Foochow Macao Chefoo and Newchwang Manila, Zambounga, Port Darwin, Phursday | Choshun Maru I evante I evante Ini Tai Lightning Antilothus Fukui Maru Telemachus Chiangchow Chinhila Chiyuen Slavonia C. F. Isaciss Insmore Itaiyang Sui Tas | Thursday, Friday | 19th, 9.00 A<br>19th, 1.15 P<br>19th, 2.00 P<br>19th, 3.00 P<br>19th, 3.00 P<br>19th, 3.00 P<br>19th, 3.00 P<br>19th, 3.00 P<br>19th, 3.00 P   |
| Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourge, Adelaide, Perth, Dunedin and Fremantie.   | 1 17 2 1  | Friday.  | 20th, 3.00 P   |
| Satavia, Cheribon, Samarang, Sociabaya and Macassar  EUROPA &c., india via l'unicorna  (Late Let :: 11.00 to Noon Extra  Postage 10 canta.)   | Ranagawa Maru. Tjibodas   | Saturday,<br>Saturday,<br>Printed  | 20th, 4.00 P<br>21st, 10.00 A<br>21st,<br>Matter and Se<br>14th, 10.00 A   |
| (Bupplen entary mail on board up to the time fixed for departure of the ma Extra Postage 10 conferments.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)  | Catedonia   | Registra B.O. No late f  | tion, with the last of the las |
|   | Sui Toi<br>Indravadi<br>Choysday<br>Kweiyung  | atur lay,  | 21st, 1.15 P<br>21st, 2.00 P<br>21st, 30 P<br>21st 8.00 P  |

#### TIME TO DRINK THE

## SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

#### H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

| TO-DAY. Sale, Steam-Launch "Swallow," & "Aenne," Queen's Statue Wharf, Messrs. Hughes & Hough, 3 p.m. | VESSELS EXPI  |
|---|---|
| COMMERCIAL.  EXCHANGE CLOSING QUOTATIONS.   | The I.G.M. str. Prinz Wald<br>on the 29th ult. at 4 p.m., and<br>here to-morrow.<br>The E. & A. str. Empire left<br>29th ult., for this port (via C<br>and Manila). |
| A   | THE AMERICAN M  |

|         |                             | August 18th                           |
|---------|-----------------------------|---------------------------------------|
| Юи      | London:-                    | _                                     |
| • '     | Telegraphic Transfer        | 1/84                                  |
|         | Bank Bills, on demand       | 1/87                                  |
| · . · · | Bank Bills, at 30 days sigl | ht1/8 <del>15</del>                   |
|         | Bank Bills, at 4 months' si | ght1/9                                |
|         | Credits, at 4 months' sight | 1/93                                  |
| ٠       | Decumentary Bills 4 month   | s' right1/94                          |
| Ox      | Paris :                     | _                                     |
| •       | Pank Bills, on demand       | 219                                   |
| •       | Credits, at 4 months' sight | 2221                                  |
| On.     | GERMANY:-                   | · · · · · · · · · · · · · · · · · · · |
|         | On demand                   | 178                                   |
| On      | NEW YORK :-                 |                                       |
| • :     | Bank Bills, on demand       | 42g                                   |
|         | Credits, at 60 days' sight  | 43½                                   |
| On On   | BOMBAY:—                    |                                       |
|         | Telegraphic Transfer        |                                       |
|         | Bank, on demand             | 1314                                  |
| On      | CALCUTTA:-                  |                                       |
| •       | Telegraphic Transfer        |                                       |
| _       | Bank, on demand             | 1314                                  |
| On      | SHANGHAI:-                  |                                       |
|         | Bank, at sight              | 747                                   |
|         | Private, 30 days' sight     | 751                                   |
| On      | YOKOHAMA: —On demand.       | 84}                                   |

| Bank Bills, on demand         | ,428                  |
|-------------------------------|-----------------------|
| Credits, at 60 days' night    | 43}                   |
| On Bombay:-                   |                       |
| Telegraphic Transfer          | 131                   |
| Bank, on demand               | 1314                  |
| ONICALCUTTA:                  |                       |
| Telegraphic Transfer          | 131                   |
| Bank, on demand               | 1314                  |
| On Shanghai:                  | _                     |
| Bank, at sight                | 747                   |
| Private, 30 days' sight       | 751                   |
| On Yokohama:—On demand.       | 84                    |
| On Manila :- On demand P      |                       |
| ON SINGAPORE:—On demand       | 74{;                  |
| On Batavia:—On demand         | 104}                  |
| ON HAIPHONG :- On demand      | 91 °/, pm.            |
| ON SAIGON:—On demand          | 9 °/ <sub>s</sub> pm. |
| On Bangkok : On demand        | 87∄                   |
| Soverions, Bank's Buying Ru   | te\$11.45             |
| GOLD LEAF, 100 fine, per tael | \$59.80               |
| BAR SILVER, per oz.           | 23 🔏                  |
| <del></del>                   | <del></del>           |
| 8UBSIDIARY COINS              | <b>.</b>              |
| <b>[D</b> (                   | er cent.              |

| Hongkong 20 ,,       | <b>67 0</b> 0  |
|----------------------|--|
| OPI                  | UM.  |
| <del>-</del>         | <del>-</del> !   |
| ja .                 | August 18th.   |
| Quotations are: -    | The state of the s |
| Malwa New            | \$1,140/1,160 per picul.   |
| Malwa Old            | \$1,170/1,200 per picul.   |
|                      | 01,110/1,200 ,,  |
| Malwa Older          | \$1,210/1,250 ,,   |
| Malwa V. Old         | . \$1,260/1,300  |
| Persian fine quality | . \$1,080/1,110  |
| Persian extra fine   | . \$950/1,000 ,,   |
| Patna New            | . \$1,030 per chest.   |
| Patns Old            | ber onest.   |
| Renaves New          | \$1.045  |

.....20 cents pieces.....\$7.57 discount.

Benares Old ... ... \$1,030 VESSELS IN DOCK. August 18th. ARERDEEN DOCK .-KOWLOON DOCK .- Persia, Sorsogon, Dos Hermanos, Naval Dock Caisson, Rubi, Mauban,

COSMOPOLITAN DOCK .--TAIROO DOCK-Foochow, Lightning.

Helene, Lothian.

#### ECTED.

MAIL. demar left Sydney d may be expected

oft Sydney on the Queensland Ports THE AMERICAN MAIL.

The P.M. str. Mongolia arrived at Manila on

the 17th inst., and will sail from Manila on the 19th inst., and is due to arrive at Hongkong on the 21st instant at noon. THE INDIAN MAIL.

The Indo-China str. Laisang left Calcutta for this port via the Straits on the 10th instant, and may be expected here on or about the 26th

The Indo-China str. Fooksang from Calcutta and the Straits left Singapore for this port on the 14th instant.

MERCHANT STRAMERS. The N.Y.K. str. Kanagawa Maru (European Line) left Singapore on the 13th instant, and is expected here to-day. The Bank Line str. Suveric left Vancouver on the 7th inst. for Hongkong via ports.

The Ben Line str. Benlawers from Middlesbro', Antwerp and London, left Singapore on the 13th inst, for this port. The str. Flintshire left Singapore on the 15th instant, and may be expected here on the 21st instant.

The Danish str. Cathay left Singapore on the 17th instant, and may be expected here on or about the 23rd inst. The N.Y.K. str. Takasaki Maru (Bombay Line) left Bombay on the 3rd instant, and is expected here on the 24th inst.

STEAMERS PASSED THE CANAL. Aug. 4th-Austria, Bendenue, Denbighshire, Atholl, Glamoryanshire. 7th — Derftinger, Coulsdon, Polynesien, Hakata Maru, Tydeus. 11th-Glenroy, Scandia, Nicomedia, Pathan. 14th - Armand Behic, Ceylon, Kintuck, Memnon, Yunnan. 18th-Bendoran, Deucalion, Prinz Eitel Friedrich, Simla,

ARRIVALS AT HOME. Angust 17th Astrongy Vorch Ringo Mary

| 1245 db 0 1 1 441 | Astyanax, Lore | K, D | ngo a | (13-16, |
|-------------------|----------------|------|-------|---------|
| AVID              | CORSAR         | k    | 801   | 8. 18   |
| J. MERCH          | ANT NAVY       | 1    |       |         |
| NAVY B            | OILED          |      |       |         |
| LONG F            |                | }    |       |         |
| TARPAU            | CE CROWN       | 12   |       |         |
| ARNI              | HOLD, KARÉ     |      | G & C | .O.     |
| 16747             | Sole Agent     | R    |       |         |

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceeding the departure of the English

Mails : also Table of the Yearly Approximate Averages for 34 years FROM 1874 TO 1907. Price \$2 Cash. On sale at the "DAILY

PRESS" Office, or Local Booksellers.

THE TRADE

MAL

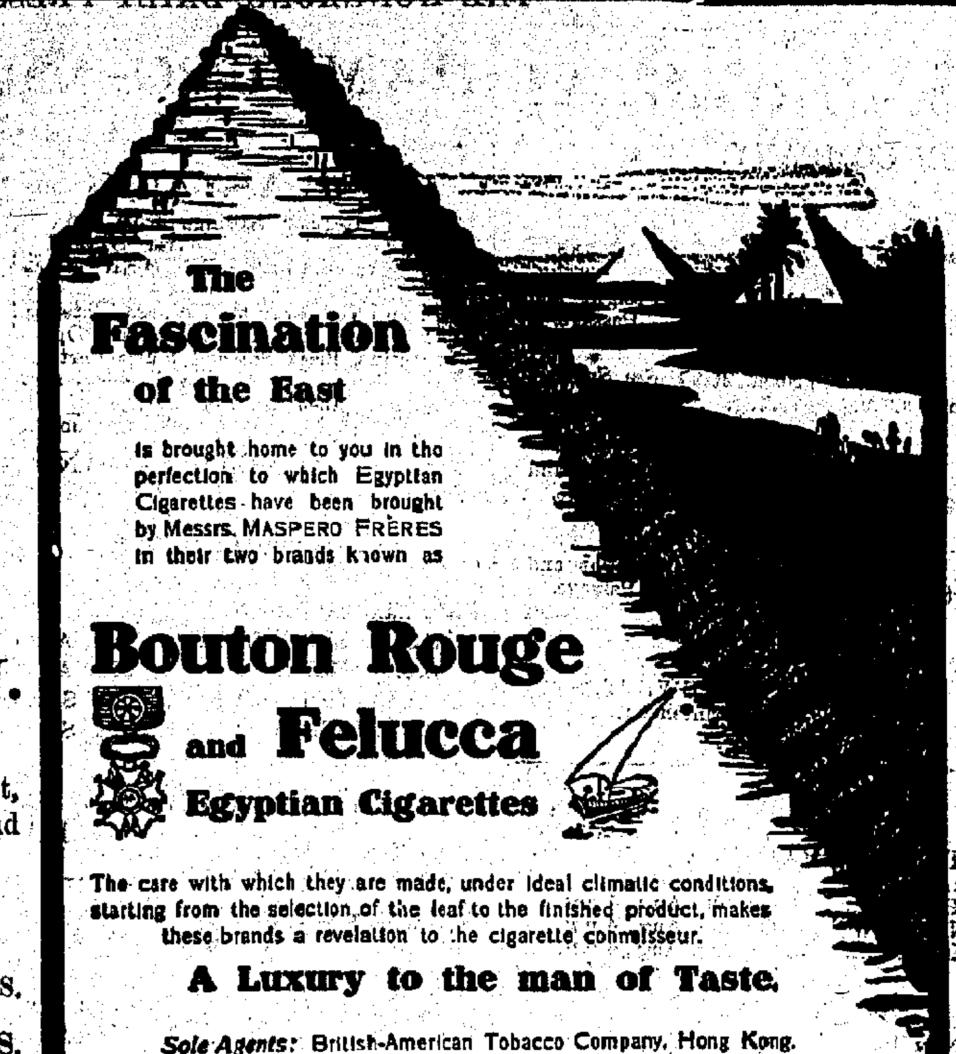
OF QUALITY DENOTING

THE ACME OF EGYPTIAN CIGARETTE PERFECTION.

They are social, soothing, blest, they have fragrunce, force and

IN 50'S & 100'S HERMETICALLY SEALED BOXES. FROM ALI TOBACCONISTS.

314-3



#### SHARE LIST.—QUOTATIONS.

| Но | NG | KONG, | August | 18TH | , 1909. |   |
|----|----|-------|--------|------|---------|---|
|    |    | . ' . | No.    | or l |         | ( |

| Hongkong,  | August 18t                | н, 1909.              |                   |  |
|--|---------------------------|-----------------------|-------------------|--|
| Stocks,  | NO. OF<br>SHARES.         | VALUE.                | PAID U            | CLOSING QUOTA-   |
| Banks.—  |                           |                       |                   |  |
| Hongkong & Shanghai Bank Corporation   | 120,000                   | 8125                  | all               | \$1,030, sales   |
| National Bank of China, Limited  | 99,925                    | 1                     | £6                | \$65, buyers   |
| Bell's Asbestos Eastern Agency, Limited  | 8,604                     | [                     | 12/6              | and the second s |
| China Borneo Company, Limited  | 60,000                    | \$12                  | \$12              |  |
| China Light and Power Company, Limited,  | 50,000<br>50,000          |                       | \$10<br>81        | \$6:00; nellara  |
| China Provident, Loan & Mortgage Co., Ld.  | 200,000                   |                       | \$10              | \$9.50, sal. & sel.  |
| COTTON MILLS.— Ewo Cotton Spin's. & Weaving Co., Ld.   | 00 000                    | mi- co                | m) co             | 1711 - 4.92  |
| Hongkong Cotton Spinning Co., Lal  | 125 000                   |                       | Tls. 50           | •  |
| International Cotton Manufing Co., Ld.<br>Laou-Kung-Mow C. Spin.& Weav.Co., Ld.  | 10,000<br>8,000           |                       | Tis. 75           | Tls. 894.  |
| Soy Chee Cotton Spinning Co., Limited  | 2,000                     |                       |                   | Tb. 430.   |
| Dairy Farm Company, Limited  | 40,000                    | \$73                  | 26                | \$162. bayers  |
| DOCKS AND WHARVES.   |                           |                       |                   |  |
| H'kong & Kowloon Wharf & G. Co., Ld.<br>Hongkong and Whampos Dock Co., Ld.   | 60,000<br>50,000          | \$50<br>\$50          | ali.              | \$60, sellers  |
| New Amoy Dock Co. Limited  | 10,000                    | 863                   | <b>\$5</b> }      | <b>\$9.</b>  |
| Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkow Wharf Co., Ld.   | 55,700<br>36, <b>9</b> 00 |                       |                   | TL.79.   |
| Fenwick & Co., Limited   | 18,090                    | 1                     | 825               | Address Services   |
| Green Island Cement Co., Limited   | 400,000                   | \$10                  | \$10              |  |
| Hongkong and China Gas Co., Limited  | 7,000                     | £10                   | علا               | \$210, buyers  |
| Hongkong Electric Co., Limited   | 60,000<br>12,000          | 810                   | 210               | 1200, buyers   |
| Hongkong Hotel Company, Limited  | 8,000                     | 850<br>¥25            | all               | \$75, (old), buy.<br>\$48, buyers  |
| Hongkong Ice Company, Limited Hongkong Rope Manufacturing Co., Limited   | 5,000<br>60,000           | \$25<br>\$10          | all :             | \$195; sellers<br>\$24, sellers  |
| Insurances.  | 00,000                    | 720                   |                   | Va i bounta  |
| Canton Insurance Office Co., Limited   | 10,000                    | \$250                 | \$50              | \$195, sellers   |
| China Fire Insurance Co., Limited<br>China Traders Insurance Co., Limited  | 20,000<br>24,000          | \$100<br>\$83.33      | 820<br>\$25       | \$115, sales<br>\$92, buyers   |
| Hongkong Fire Insurance Co., Limited   | 8,000                     | \$250                 | 850               | \$345, buyers  |
| North China Insurance Co., Limited   | 10,000<br>12,400          | £15<br>\$250          | £5<br>\$100       | Tis. 120, buyers \$840, sales & sel.   |
| Yangtsze Insurance Association, Limited  | 12,000                    | \$100                 | \$60              | ≱225, buyers   |
| Hongkong Land Invest. Agency Co., Ld.  | 50,000                    | 200                   | 2100              | 81021 1  |
| Humphreys' Estate and Finance Co., Ld.   | 150,000                   | \$100<br>\$10         | \$100<br>all      | \$102½, buyers<br>\$9¼, sellers  |
| Kowloon Land and Building Co., Ld<br>Shanghai Land Investment Co., Limited   | 6,000<br>78,000           | ₹ <b>50</b>           | \$30<br>Tls. 50   | \$30.<br>Tis. 119.   |
| West Point Building Co., Limited   | 12,500                    | Tls. 50               | \$50              |  |
| MINING,—   |                           |                       |                   |  |
| Société Française des Charb ges du Tonkin<br>Raub Australian Gold Mining Co., Ld   | 16,000  <br>200,000       | Fes. 250<br>£1        | all<br>18/10      | \$625, buyers<br>\$84, sellers   |
| Peak Tramways Co., Limited   | 25,000                    | \$10                  | all .             | 8142.  |
| Philippine Co., Limited  | 50,000                    | \$10                  | <b>81</b> €       | 31 <u>1</u>  |
| Repireries.  | 75,000                    | 810                   | \$10              | \$8, buyers  |
| China Sugar Eefining Co., Limited  | 20,000                    | \$100                 | all               | \$137, buyers  |
| Luzon Sugar Refining Co., Limited  | 7,000                     | \$100                 | ila               | \$20, buyers   |
| Robinson Piano Co., Limited  | 4,000                     | \$50                  | \$50 <sub>1</sub> | \$50, sellers  |
| STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ld   | 30,000                    | ene                   | \$25              | \$10, sellers  |
| Douglas Steamship Co., Limited   | 20,000                    | \$25<br>\$50          | all               | \$36.  |
| Hongkong, Canton & Macao S.B. Co., Ld.   | 80,000                    | \$15                  | \$15              | £ 341 S.   |
| Indo-China Steam Navigation Co., Ld.   | 60,000                    | £5                    | all               | 2 \$19, 5 801.   |
| Shell Transport & Trading Co., Limited  Star Ferry Company, Limited  | 2,000,000                 | £1<br>\$10            | £1<br>\$10        | 75/- buyers<br>, §26, sales  |
| South China Morning Post, Limited  | 10,000                    | <b>\$10</b>           | \$5               | 2 \$15½.   |
| Steam Laundry Company, Limited   | 6,000<br>20,000           | \$25<br>\$5           | **                | \$24, sellers<br>\$57.   |
| STORES AND DISPENSARIES  |                           |                       |                   |  |
| Campbell, Moore & Co., Limited   | 1,200<br>15,000           | \$10                  |                   | \$12.<br>¥4, sellers   |
| Watkins, Limited   | 10,000                    | \$7<br>\$10           | \$10              | ₹5, sellers  |
| A. S. Watson & Co., Limited. Weissmann, Limited.   | 90,000  <br>175           | \$100                 |                   | \$150, bayers  |
|  | 9,900 ordy,               | \$10                  | 34                | <b>\$12.40</b> .   |
| Inion Waterboat Co., Limited   | 100 fders<br>50,000       | \$10<br>\$10          |                   | 8300.<br>811.  |
|  |                           |                       |                   |  |
| Company of the Compan |                           | and the second second | range in the      | •  |

Quotation. Amount. Value. Interest. Chinese Imperial 1886 Tls. 767,200 Tls. 250 7 % p. annum Par. VERNON & SMYTH, Share-Brokers. HONGKONG METEOROLOGICAL REGISTER,

Hongkong Observatory, August 18th. Previous Day On Date at | On Date 10 a.m. Barometer .... 29,62 l'emperature ... -- 85 Wind Direction Porce ... Weather

Highest open air Temperature on 17th .......88 Lowest open air Temperature on 17th ......81

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Javan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-CHINA STRAM NAVIGATION Co.'s fortpightly service hence to CALCUTTA. Bailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars.

DOD WELL & CO. LIMITED.

General Agents for China and Japan.

Hongkong, 4th Angust, 1898.

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|--------------------------------------|--|
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| Mr. P. R. Adams                      | Mr. C.M. Lack                          |
| Mr. F. W. Ambrose                    | Mr. J. P. I awler                      |
| Mr. & Mrs. de Bathe-                 |  |
| lemy                                 | and child                              |
| Mr. H. N. Beaurepaire                | Mr. N. MacIntyre                       |
| Dr. C. Bennett                       | Mr. D. Macdonald                       |
| Mr. M. Breen                         | Mr. B. H. Macke                        |
| Mr. and Mrs. W. C.                   |  |
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|                                      | Osborre<br>Ma B I Bashan               |
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| Miss Kraft                           | Mr. A. Whitmarsh                       |
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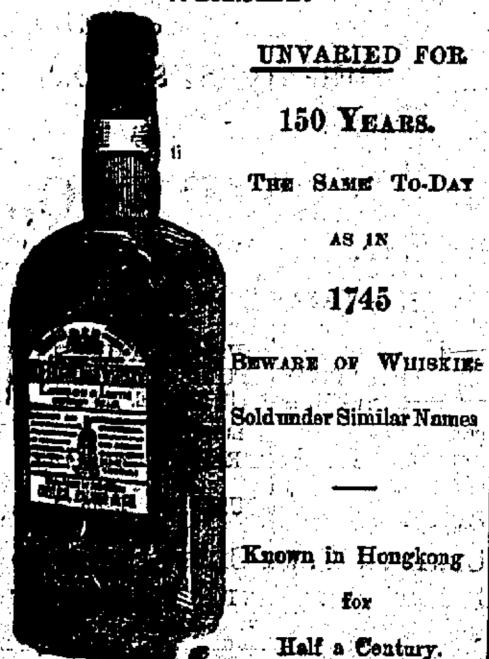
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ORIESTAL HOTEL. Mr. Varggraff Mr. Disselhaff Mr. P. C. Fenwick Mr. J. McConmack Mr. W. Pringle, jr. Mr. T. E. Gibelle Mr. W. F. Gray . Mr. Wm told Mr. N. McD. Howie Mr. A. P. Storrie Mr. Hoy Mr. B laylor Mr. H. J. Hunt n t. A. Usobmann Mr. H. . Walkes M. J. Weir Dr. F Keyt Mr. Lennox

Mr. L. V. Langatolu

Mr. L. Lauritzen

#### JOHNSTONE'S "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG and from ALL WINE MERCHAFTS. [52 Baring.

#### SHIPPING IN PORT

Antilochus, British str., 5,796, G. D. Keng, 10th August-Tacoma via Japan 15th. July, General-Butterfield & Swire. Ashtabula, British str., 2,400, Harding, 16th August—San Francisco 23rd June and Shanghai 12th August, Tea-Standard Oil

Armeric, British str., 2,789, Jas. Boyd, 13th. Aug.—Puget Sound via Japan and Manila-10th August, General-Dodwell & Co. CHANGCHOW, British str., 1,202, A. Partridge, 6th August—Wakamatsu 30th July, Coal.

— Butterfield & twire.

CHEONGSHING, British str., 1,265, V. McLiddel, 16th Aug.—Tientain 10th Aug., General -Jardine, Matheson & Co.

CHINHUA, British str., 1,355, A. Harris, 15th August—Shanghai 12th August, General— Butterfield & Swire. CHIYUEN, Chinese str., 1.177, C. Stewart, 12th August-Shanghai, 8th August, General.

CHOISING, German str., 1,020, Brulin, 15th August-Bangkok 7th August, Rice-Butterfield & Swire. CHOSHUN MARU, Japanese str., 1,303, T.

Suruga, 15th August-Swatow 14th Aug., General-Osaka Shosen Kaisha. CHOYSANG, British str., 1,424, Courtney, 17th August—Shanghai 11th and Swatow 16th August, General-Jardine, Matheson & Co. Cyclors, British str., 5,747, H. C. Harris, 7th

August-Blanila 5th August, General-Butterfield & Swire. DERWENT, British str., 1,562, J. Jenkins, 6th August-Saigon 2nd August General-MAI LAT.

Dos Hermanos, American str., 540, M. Morales, 6th August - Manila 3rd Angu-Jorge & Co. FOOCHOW, British str., 1,228, Vincent, 2nd August—Cebu and Iloilo 29th uly, Gen.

eral-Butterfield & Swire. GLENEARN, Pritish str., 2,856, Haughton, 16th August-Hankow and Shanghai 13th August, General—McGregor Bres. & Gow. Haliotis, Dutch str., 2,047, Offerhaus, 13th

August—Swatow 12th August, Bulk Oil—Asiatic Petreleum & Co.
HAUBAN, 742, D. Sidel Avaino, 9th August—Iloilo 4th August, General—

HELENE, German str., 771, J. Jessen, 14th August Tourane and Heihow 13th Aug., General Jebsen & Co. HILARY, German str., 1,276, Hatja, 16th August—Pulo Laut 4th Aug., Sugar— Sander, Wieler & Co.

Isone Manu, Japanese str., 1,859, Ayashi, 5th August Mororan 25th July, Coal Mitsui Bustan Kaisha.

Jacob Diederichsen, German str., 623, A. Hausen, 16th August-Pakhoi 9th and

Hamsen, 16th August—Pakhoi 9th and Hoihow 15th Aug., General—Jehsen & Co. Karvuku Maru, Japanese str., 1,903, S. Suda, 16th August—Moji 8th August, Coal—Mitsu Bishi Goshi Kaisha.

Kiang Ching, Chinese str., 1,002, A. F. Brissander, 11th August—Chinkiang 7th August, General—King Lee.

King George, British str., 2,057, J. E. Jeffrey, 1st August—New York 16th April, Kerosine—Standard Oil Co.

Kjeld, Norwegian str., 970, Hellesö, 17th August—Newchwang 8th and Dainy 9th August, Beans, Beanoil and Fish—August, Beans, Beanoil and Fish—August, Chinese str., 1,069, Frobarce 16th

KWANGLEE, Chinese str., 1,069, Froberg, 16th LIGHTNING, British str., 3,315. A. E. Gentles,

13th Aug.—Singapore 8th Aug., General —David Sassoon & Co. LINAN, British str., 1,352, C. C. Williams, 12th August-Shanghai 8th August, General-Butterfield & Swire. Capt. and Mrs W. C. LISMORE, British str., 2,277, B. Morrison, 12th

August-Barry 26th June, Coal-Dodwell Loonesane, British str., 1,093, M. Picknell, 16th Aug. Manila 13th August, General -Jardine, Matheson & Co.

LOTHIAN, British str., 3,222, W. J. Lockhart, 16th August-Calleo 6th July-Dodwell & Co. LUCHOW, British str., 1,216, W. Baddeley, 7th August—Haiphong and Hoihow 6th Aug., General—Butterfield & Swire.

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Mandasan Maru, Jep. str., 4,444, Shimiden, 10th August-Milke 4th August, Coal-Mitsui Bussen Kaisha. MICHAEL JEBSEN, German str., 959, J. Petersen, 14th August-Amoy 11th August,

General Jebsen & Co. PAOTING, British str., 1,027, D. M. Scott, 10th August-Weihaiwei oth August, Salt -Butterfield & Swire.

PITSANULOK, German str., 1,167, D. Reimers, 13th August - Bangkok and Swatow 12th August, Rice-Butterfield & Swire. Prometricus, Norwegian str., 1,024, H. Jensen, 16th August-Baugkok 1st and Swatow

15th August, Rice and Cotton-Auguard. Thoresen & Co. RAJAH, German str., 1,000, H. E. Rehr, 16th August—Rejany 10th August, Wood— Butterfield & Swire.

Rubr, British str., 1,619, R. W. Almond, 16th August-Manila 13th August, General-Shewan, Tomes & Co. SAMSEN, German str., 998, R. Petersen, 16th

Angust-Bangkok 7th and Swatow 15th August, Rice and Teakwood-Butterfield & Swire. SEATTLE MARU, Japanese str., 6,182, T. Saito, 16th August-Moji 11th August, General -Osaka Shosen Kaisha.

SORSOGON, American str., 821, J. M. Ugarte, 3rd August-Iloilo 29th July, Sugar-Jorge & Co. TELEMACHUS, British str., 1,340, Gillespie Edwards, 8th August-Manila 6th August.

Ballast-Wo Fat Sing. TJIBODAS, Dutch str., 4,660, D. Zwart, 16th August-Moji 10th August, General-Javs-China-Japan Lijn. TROCAS, British str., 2,657, Miles, 17th Aug.-

Palambang 7th August, Kerosine-Asiatic Petroleum Co. VORWARTS, German str., 643, Ulderup, 30th June Penang and Singapore 18th June,

General—Jebsen & Co. PASSENGERS.

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